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O.K.
SAUCE.

Hongkong Daily Press.

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Optometric Association.

No. 20,722

號式廿百七第萬二第

日五初月十年子甲

HONGKONG, FRIDAY, NOVEMBER 28TH, 1924

五拜禮

號八廿月十年三十國民華中

PRICE, \$3 PER MONTH

INTIMATIONS

TWO
BRITISH BEERS
THE FINEST BEERS EVER
EXPORTED

ALLSOPP'S
PILSENER STYLE WITH A
CLEAN BITTER FLAVOUR

BASS'
PURPLE TRIANGLE
A LIGHT ALE OF TRUE BASS
QUALITY.

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& CO., LTD.

15, QUEEN'S ROAD TEL. 73
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GUNS by W. W. GREENER WEBLEY
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French and American.
B.E.A. Air Rifles, and Miniature Rifles,
12 Calibre, Repeating and Automatic.
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Member, British Chamber of Commerce
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SHIPBROKERS AND SHIPREPAIRERS
For the Purchase, Sale and Charter of Vessels
of all Tonnage, Passenger and/or Cargo, New
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6th Edition and Improved

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RESERVE FUND ... 25,000,000
CAPITAL CONTRIBUTED BY THE
CHINESE GOVERNMENT ... 3,500,000
STOCKHOLDERS FUND ... 1,750,000

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Paris, 9, Rue Boudreau.
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trie en France; Banque de Paris et des
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Billers discounted.
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the World bought and sold.
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Manager.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

WEEK DAYS

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	6.40	8.15	10.30	12.00	2.15	3.45	5.30	7.00
Yau-mat	6.50	8.25	10.40	12.10	2.25	3.55	5.40	7.10
Shatin	7.00	8.35	10.50	12.20	2.35	4.05	5.50	7.20
Tai-po	7.10	8.45	11.00	12.30	2.45	4.15	6.00	7.30
Tai-po Market	7.20	8.55	11.10	12.40	2.55	4.25	6.10	7.40
Fanning	7.30	9.05	11.20	12.50	3.05	4.35	6.20	7.50
Shung-shui	7.40	9.15	11.30	13.00	3.15	4.45	6.30	8.00
Shum-chau	7.50	9.25	11.40	13.10	3.25	4.55	6.40	8.10

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shum-chau	8.00	9.35	11.50	13.20	3.35	5.05	6.50	8.20
Shung-shui	8.10	9.45	12.00	13.30	3.45	5.15	7.00	8.30
Fanning	8.20	9.55	12.10	13.40	3.55	5.25	7.10	8.40
Tai-po Market	8.30	10.05	12.20	13.50	4.05	5.35	7.20	8.50
Tai-po	8.40	10.15	12.30	14.00	4.15	5.45	7.30	9.00
Shatin	8.50	10.25	12.40	14.10	4.25	5.55	7.40	9.10
Yau-mat	9.00	10.35	12.50	14.20	4.35	6.05	7.50	9.20
Kowloon	9.10	10.45	13.00	14.30	4.45	6.15	8.00	9.30

SUNDAYS AND PUBLIC HOLIDAYS

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	6.40	8.15	10.30	12.00	2.15	3.45	5.30	7.00
Yau-mat	6.50	8.25	10.40	12.10	2.25	3.55	5.40	7.10
Shatin	7.00	8.35	10.50	12.20	2.35	4.05	5.50	7.20
Tai-po	7.10	8.45	11.00	12.30	2.45	4.15	6.00	7.30
Tai-po Market	7.20	8.55	11.10	12.40	2.55	4.25	6.10	7.40
Fanning	7.30	9.05	11.20	12.50	3.05	4.35	6.20	7.50
Shung-shui	7.40	9.15	11.30	13.00	3.15	4.45	6.30	8.00
Shum-chau	7.50	9.25	11.40	13.10	3.25	4.55	6.40	8.10

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shum-chau	8.00	9.35	11.50	13.20	3.35	5.05	6.50	8.20
Shung-shui	8.10	9.45	12.00	13.30	3.45	5.15	7.00	8.30
Fanning	8.20	9.55	12.10	13.40	3.55	5.25	7.10	8.40
Tai-po Market	8.30	10.05	12.20	13.50	4.05	5.35	7.20	8.50
Tai-po	8.40	10.15	12.30	14.00	4.15	5.45	7.30	9.00
Shatin	8.50	10.25	12.40	14.10	4.25	5.55	7.40	9.10
Yau-mat	9.00	10.35	12.50	14.20	4.35	6.05	7.50	9.20
Kowloon	9.10	10.45	13.00	14.30	4.45	6.15	8.00	9.30

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shum-chau	8.10	9.45	12.00	13.30	3.55	5.25	7.20	8.50
Shung-shui	8.20	9.55	12.10	13.40	4.05	5.35	7.30	9.00
Fanning	8.30	10.05	12.20	13.50	4.15	5.45	7.40	9.10
Tai-po Market	8.40	10.15	12.30	14.00	4.25	5.55	7.50	9.20
Tai-po	8.50	10.25	12.40	14.10	4.35	6.05	8.00	9.30
Shatin	9.00	10.35	12.50	14.20	4.45	6.15	8.10	9.40
Yau-mat	9.10	10.45	13.00	14.30	4.55	6.25	8.20	9.50
Kowloon	9.20	10.55	13.10	14.40	5.05	6.35	8.30	10.00

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shum-chau	8.20	9.55	12.10	13.40	4.15	5.45	7.40	9.10
Shung-shui	8.30	10.05	12.20	13.50	4.25	5.55	7.50	9.20
Fanning	8.40	10.15	12.30	14.00	4.35	6.05	8.00	9.30
Tai-po Market	8.50	10.25	12.40	14.10	4.45	6.15	8.10	9.40
Tai-po	9.00	10.35	12.50	14.20	4.55	6.25	8.20	9.50
Shatin	9.10	10.45	13.00	14.30	5.05	6.35	8.30	10.00
Yau-mat	9.20	10.55	13.10	14.40	5.15	6.45	8.40	10.10
Kowloon	9.30	11.05	13.20	14.50	5.25	6.55	8.50	10.20

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shum-chau	8.30	10.05	12.20	13.50	4.25	5.55	7.50	9.20
Shung-shui	8.40	10.15	12.30	14.00	4.35	6.05	8.00	9.30
Fanning	8.50	10.25	12.40	14.10	4.45	6.15	8.10	9.40
Tai-po Market	9.00	10.35	12.50	14.20	4.55	6.25	8.20	9.50
Tai-po	9.10	10.45	13.00	14.30	5.05	6.35	8.30	10.00
Shatin	9.20	10.55	13.10	14.40	5.15	6.45	8.40	10.10
Yau-mat	9.30	11.05	13.20	14.50	5.25	6.55	8.50	10.20
Kowloon	9.40	11.15	13.30	15.00	5.35	7.05	9.00	10.30

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shum-chau	8.40	10.15	12.30	14.00	4.35	6.05	8.10	9.40
Shung-shui	8.50	10.25	12.40	14.10	4.45	6.15	8.20	9.50
Fanning	9.00	10.35	12.50	14.20	4.55	6.25	8.30	10.00
Tai-po Market	9.10	10.45	13.00	14.30	5.05	6.35	8.40	10.10
Tai-po	9.20	10.55	13.10	14.40	5.15	6.45	8.50	10.20
Shatin	9.30	11.05	13.20	14.50	5.25	6.55	9.00	10.30
Yau-mat	9.40	11.15	13.30	15.00	5.35	7.05	9.10	10.40
Kowloon	9.50	11.25	13.40	15.10	5.45	7.15	9.20	10.50

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shum-chau	8.50	10.25	12.40	14.10	4.45	6.15	8.20	9.50
Shung-shui	9.00	10.35	12.50	14.20	4.55	6.25	8.30	10.00
Fanning	9.10	10.45	13.00	14.30	5.05	6.35	8.40	10.10
Tai-po Market	9.20	10.55	13.10	14.40	5.15	6.45	8.50	10.20
Tai-po	9.30	11.05	13.20	14.50	5.25	6.55	9.00	10.30
Shatin	9.40	11.15	13.30	15.00	5.35	7.05	9.10	10.40
Yau-mat	9.50	11.25	13.40	15.10	5.45	7.15	9.20	10.50
Kowloon	10.00	11.35	13.50	15.20	5.55	7.25	9.30	11.00

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shum-chau	9.00	10.35	12.50	14.20	4.55	6.25	8.30	10.00
Shung-shui	9.10	10.45	13.00	14.30	5.05	6.35	8.40	10.10
Fanning	9.20	10.55	13.10	14.40	5.15	6.45	8.50	10.20
Tai-po Market	9.30	11.05	13.20	14.50	5.25	6.55	9.00	10.30
Tai-po	9.40	11.15	13.30	15.00	5.35	7.05	9.10	10.40
Shatin	9.50	11.25	13.40	15.10	5.45	7.15	9.20	10.50
Yau-mat	10.00	11.35	13.50	15.20	5.55	7.25	9.30	11.00
Kowloon	10.10	11.45	14.00	15.30	6.05	7.35	9.40	11.10

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shum-chau	9.10	10.45	13.00	14.30	5.05	6.35	8.40	10.10
Shung-shui	9.20	10.55	13.10	14.40	5.15	6.45	8.50	10.20
Fanning	9.30	11.05	13.20	14.50	5.25	6.55	9.00	10.30
Tai-po Market	9.40	11.15	13.30	15.00	5.35	7.05	9.10	10.40
Tai-po	9.50	11.25	13.40	15.10	5.45	7.15	9.20	10.50
Shatin	10.00	11.35	13.50	15.20	5.55	7.25	9.30	11.00
Yau-mat	10.10	11.45	14.00	15.30	6.05	7.35	9.40	11.10
Kowloon	10.20	11.55	14.10	15.40	6.15	7.45	9.50	11.20

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shum-chau	9.20	10.55	13.10	14.40	5.15	6.45	8.50	10.20
Shung-shui	9.30	11.05	13.20	14.50	5.25	6.55	9.00	10.30
Fanning	9.40	11.15	13.30	15.00	5.35	7.05	9.10	10.40
Tai-po Market	9.50	11.25	13.40	15.10	5.45	7.15	9.20	10.50
Tai-po	10.00	11.35	13.50	15.20	5.55	7.25	9.30	11.00
Shatin	10.10	11.45	14.00	15.30	6.05	7.35	9.40	11.10
Yau-mat	10.20	11.55	14.10	15.40	6.15	7.45	9.50	11.20
Kowloon	10.30	12.05	14.20	15.50	6.25	7.55	10.00	11.30

13. PEKING ROAD, SHANGHAI.

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.

SOLE AGENTS FOR

"PUDLO"

Makes Cement Waterproof

"FEUSOL"

The Immovable Fire cement

Tel. Central 238.

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THURSDAY to SUNDAY, Nov. 27th to 30th,
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FIRST NATIONAL PICTURES

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LEWIS STONE

"THE GOLDEN SNARE"

From the Famous Novel by James Oliver Curwood.

BUSTER KEATON

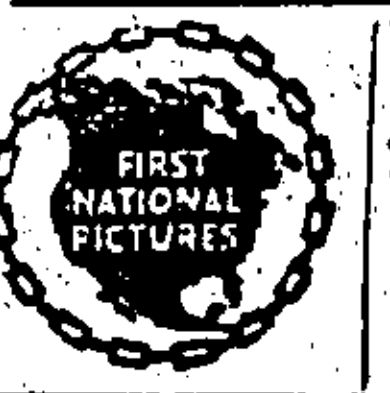
"THE PLAY HOUSE"

Another of His Funny Comedies in 2 pts.

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At 5.15 p.m.—80 Cts., 50 Cts. and 30 Cts.

At 9.15 p.m.—\$1.20, 80 Cts. and 40 Cts.



QUEEN'S



XMAS CIGARS

TO SEND HOME

THIS IS THE MONTH TO POST YOUR XMAS PRESENTS

HOME WE SUPPLY THE BEST BRANDS

OF CIGARS AND PAY THE DUTY.

A GOOD CIGAR—THE EVER WELCOME GIFT.

LABACQUERIA FILIPINA
LEADING TOBACCONISTS, OPPOSITE QUEEN'S THEATRE

BEAUTY CONTEST.

FOR
PARTICULARS
APPLY

THE HONGKONG STUDIO,

ART PHOTOGRAPHERS,

64, QUEEN'S ROAD C.

WHERE insects can—and do—give
so much annoyance, keep at the bath
side, ready to use with your sponge, a jar ofCalvert's
CARBOLIC
SOFT SOAPLocal dealers sell it.
Makers:
F. C. CALVERT & CO.,
Manchester, England.Only a very light lather should be used, for the
protection against mosquitoes and other pests lasts
long after the soap has been washed off. It
contains 10% genuine Carbolic, the most effective
destroyer of insect life, and preventive of
infectious diseases. For sanitary house-cleaning
purposes, too, it is excellent—and economical;
also useful for horses, cattle and dogs.

MOTOR TOPICS.

SURPRISING STATISTICS.

[BY K. THORNTON BUTLER.]

Not even the most optimistic supporter of motoring could have expected the great increase in the number of motor vehicles registered during the twelve months ended August 31st last, revealed by the Ministry of Transport in their usual statement issued each October. On August 31st, 1923, the total number of motor vehicles (excluding tramcars and trade licences) was 1,105,000, including 384,000 cars taxed on horse-power, 430,000 motor-cycles, 173,000 commercial motor goods vehicles, and 86,000 motor hackneys. This year, on August 31st, the total number of motor vehicles (excluding tramcars and trade licences) in respect of which licences were current may be taken as 1,300,000, including 474,000 cars taxed on horse-power, 496,000 motor-cycles, 203,000 commercial motor goods vehicles, and 84,000 motor hackney-carriages—motor-buses, taxicabs, charabancs, &c. Thus 90,000 new car-owners have appeared on our roads this summer, irrespective of the increase of 8,000 hackney vehicles, 30,000 motor vans, and 66,000 motor-cycles. These are astounding figures. When an increase of 70,000 new owners was made on the total of 1922, as disclosed by the motor taxation returns of 1923, the trade hoped it would continue at that rate in England, but little expected to see the figure increased to 90,000 cars. And these do not show the total number of new car-owners in the United Kingdom, as there remains to be added to them the total number of cars exported and the number of cars scrapped as useless and replaced by new ones.

During 1923 some 6,000 British cars were exported, and these can be credited to the sales account, bringing the total of cars and chassis sold to 101,000. That this amount of business was effected is proved by the official figures furnished by the Government departments concerned. Unfortunately, there are other statistics required to show fully the huge trade that is developing in the sale of motor carriages (exclusive of goods vehicles and cycles) that the British motor manufacturer will not officially provide, more's the pity.

During the twelve months ending December 31st, 1923, some 30,000 cars, chassis, and lorries were imported—that was the grand total. If it may be assumed, as there is every justification for doing, that the total number of cars and chassis sold during the past year was 110,000, then deducting the imported 30,000 cars we arrive at the figure of 80,000 British motor-cars actually sold. One hears that France is to build 200,000 cars next year, but such a course would only end in disaster, as her home demand is no greater than ours. England also hopes to build 200,000 motors next year. She can sell 100,000 of these, but in regard to the second 100,000 the export trade will have to make a very big advance on last year's 6,320 cars, lorries, and chassis exported. We can, of course, throw in the 30,000 new commercial vehicles, and the 6,000 hackney vehicles, as well, to swell the total of production, and yet it will be difficult to account for the second 100,000 motors until actual official sale figures are provided, as suggested. Who knows how many of the 207,000 motor goods and hackney vehicles die each year? Some must and do, but until the figures are available no one can accurately gauge our British motor trade. —Daily Telegraph.

PROPOSED FOREIGN TRADE CONVENTION AT SEATTLE.

The slogan "Seattle, Meeting Place of Occident and Orient in 1925" indicates the spirit animating the enterprising committee of the Seattle Chamber of Commerce, which is determined to make the 12th annual National Foreign Trade Convention at Seattle on June 24th-28th of next year noteworthy in the annals of American foreign trade conferences for its emphasis upon America's relations with the nations across the Pacific. A group of Seattle business men will journey to the Far East during January to extend in person the invitation of the Seattle Chamber of Commerce and the China Club of Seattle to the business men of the Far East to attend the big Convention in June. Mr. William Pigott, Chairman of the National Foreign Trade Convention Committee of the Seattle Chamber of Commerce, states that Seattle will at this convention bring the American business public into closer contact with the great world of the Pacific than has ever been before at any other meeting of American business men.

The Bureau of Foreign and Domestic Commerce of the U.S. Department of Commerce is already making preparations to place its organization at the services of the Committee in charge of the arrangements for the June Convention. The Pacific commercial bodies will co-operate in every possible way to make Seattle's slogan a reality.

HONGKONG TUG AND LIGHTER CO., LIMITED.

We understand that the Hongkong Tug and Lighter Co., Ltd., are building a motor-lighter of 50 tons capacity for the expeditious handling of small parcels of cargo, and are also adding six more ordinary lighters to their existing fleet. Although the Company has received little or no support from the Chinese section of the community they have, nevertheless, been so busy at certain times during the past two months that they have found it impossible with their present plant to cope with the work and have been reluctantly obliged to refuse business.



A good old English Custom

Keeping the port travelling round the table is an old custom still maintained by a few English clubs—like Kensitas Cigarettes, sir, always passing round good company.

The soft, mellow-smoking qualities of Kensitas Cigarettes make you want to keep on enjoying them, and the last smoke is as good as the first, because all Kensitas are "as good as really good cigarettes can be."

Obtainable at
Lane, Crawford,
Ltd.
Tobacco & Cigarette
Stores
and all high-class
Tobacco & Cigarette
Stores

Kensitas
the preferred cigarette

Manufacturers:
J. W. & SONS LTD. 174-176 PICCADILLY, LONDON W.1, ENG.
Sole agents only: DONNELLY & WHYTE, Distributors for Hongkong and
South China, 2 QUEEN'S BUILDINGS. Telephone: Central 634.

At 95 cents per tin of 50

LAND OF HOTELS.

SWITZERLAND'S THIRD BIGGEST INDUSTRY.

Hotel-keeping ranked third among the industries of Switzerland before the war, states an article in the Economist, the capital invested amounting to £30,000,000, or one-thirtieth of the national fortune.

Regular hotels for the accommodation of foreigners did not widely appear before 1840. There was an hotel on the Righi as early as 1814, but the first hotels were opened at Vevey and Montreux in 1820, at Zermatt in 1836, at Lucerne in 1845, at St. Moritz in 1870. In 1880 there were 1,002 hotels, with 58,137 beds, and occupying nearly 10,000 employees; in 1894 there were 1,703 hotels, with 88,634 beds, and a staff of nearly 20,000 persons; 18 years later, in 1912, the number of hotels had increased to 3,535, with a total of 168,625 beds, and a staff of over 43,000 persons.

The bad times due to the war led to a society being formed with the assistance of the Government to help the industry. "Thanks to its efforts," the article continues, "and also to the fact that the two last winter and summer seasons were exceedingly good, the Swiss hotel industry has been saved from complete disaster. In 1922 two-thirds of its 3,500 hotels were on the point of closing down."

HONGKONG SHARE MARKET.

CLOSING QUOTATIONS

NOVEMBER 27TH, 1924.	
Hongkong and Shanghai	
Banks	\$1.175 sa
Canton Insurance	\$725 b
Union Insurance	\$268 sa
Hongkong Fire Insurance	\$465 b
Douglas Steamships	\$359 sa
E. L. C. & M. Steamships	\$344 b
"Star" Service	\$118 b
China Sugar	\$35 nom.
Langkats (Combined)	Tia. 13 b.
Kowloon Wharves	\$208 b.
Whampoa Docks	\$151 sa.
Shanghai Docks	Tia. 100 b.
Hongkong Wharves	Tia. 195 b.
New Engineering	Tia. 635 b.
Hongkong Lands	\$109 sa. & b.
Hongkong Electric	\$124 (old) b.
Hummer Estate	\$22 nom.
E. W. Cotton Mills	Tia. 11.00 b.
Shanghai Cottons	Tia. 574 b.
Cement	\$24 b.
China Provident	\$344 b.
Dairy Farm	\$244 b.
Hongkong Electric	\$424 (combined) b.
China Light	\$424 (combined) b.
Hongkong Tram	\$48 b.
Pak Tramway	\$28 nom.
"Shell" Transport	\$48 b.
b-buyers; s-sellers; sa-sales.	

SAIGON RICE MARKET.

The Compagnie de Commerce and de Navigation d'Extrême-Orient, in their report dated Saigon, Nov. 28th, state:—The rice market has firmed up in consequence of the numerous transactions that were made last week with Cuba, Japan and Europe.

Notwithstanding the high prices now offered, sellers are showing more reserve, available stocks being hardly sufficient for the business done.

The total amount of rice exported, January 1st to October 30th, 1924, is 983,284 tons against 1,015,170 in 1923. We quote to-day—White Saigon rice, No. 2 milled, Japan quality, Hongkong, \$8.70 per picul, f.o.b. Saigon, for December/January shipment.

Messrs. Wm. G. Hale & Co., Ltd., in their report, dated September 3rd, say:—During the last fortnight our market has been particularly active. Enquiries have been received from everywhere and business have been closed principally with Cuba and Java for No. 1 Long and Round, 20 per cent, shipment November/December; and with Japan for new crop February/March. The bulk of the business has been effected with France, shipment November up to April, 1925, for rice and broken. Prices consequently went up, principally for old crop, stocks of which are very poor, and market closes very firm with very few sellers.

Paddy is still scarce, holders expecting better prices.

New Crop.—Growing rice is enjoying everywhere very fine weather and reports received lead to the belief that the new crop will be very good, if nothing untoward happens during the present month.

ELECTRIC

LIFTS

FOR

WAYGOOD-OTIS

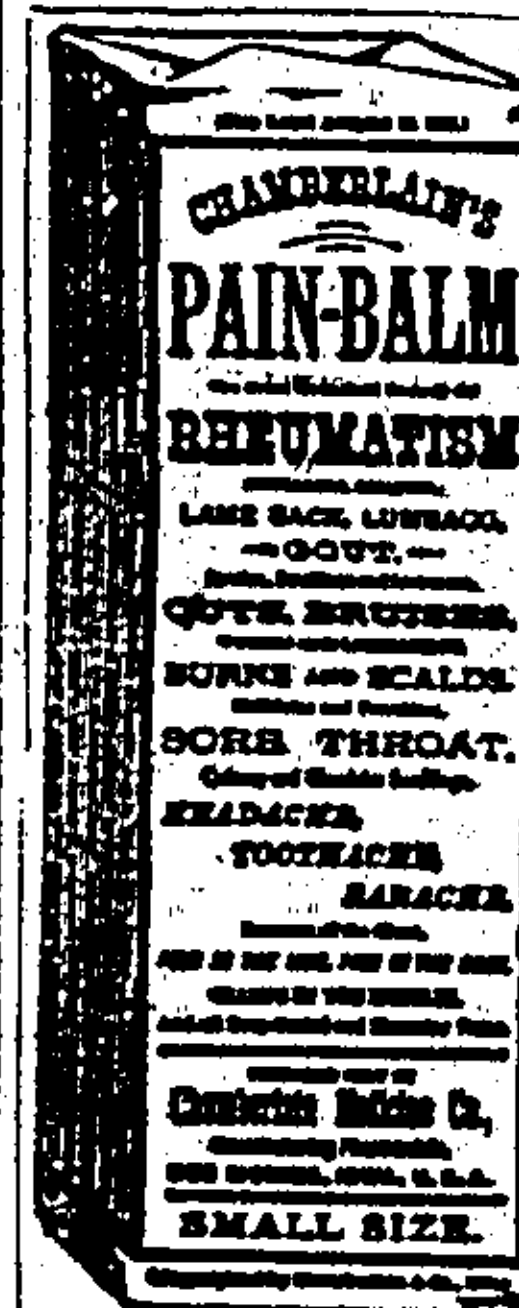
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HONGKONG.

"NERVES" IN JAPAN.

EXPERIENCES WITH RURAL
POLICE.The Tokyo correspondent of the London
Times writes:—

The Japanese police appear to be suffering from the worst attack of nerves that they have had since the great earthquake of a year ago. The recent anti-oriental legislation of the United States has doubtless aggravated the malady, which, moreover, is not very widespread in the cities. But in the provinces every policeman, whether in uniform or plain clothes, seems to regard all white men as potential spies.

I discovered this during a summer holiday just ended. I had decided to make a tour from Tokyo by way of the island of Shikoku through Shimane and Aomori back to the capital, a distance of 2,300 miles. During my journey I had to pass through one or two of the many prohibited areas that are to be found in these islands, and in such places I was discreet enough not to use the camera I carried. From the treatment I received it might have been thought that I had a film of every strategic point on the Japanese coast. The trouble began when I was hailed by a coolie pulling a handcart in Awaji, who demanded my business and my card. The coolie appears to have circulated reports of me far and wide, for wherever I went I was shadowed by the police. I had to be shadowed by a policeman who followed me with the utmost thoroughness, and I was subjected day after day to endless interrogations by police officers.

The climax came at Yamaguchi, where I had to catch a train. I was greeted by a policeman who pried me with the usual questions. He delayed me, however, only five minutes. I began a five-mile-hour walk to the railway station. It was then that I observed that the policeman was following me on a bicycle. To my relief a rumsack motor-omnibus overtook me, but no sooner had I jumped inside than it slackened its pace to a crawl and the policeman pedalled along in its wake. As the omnibus approached its station it stopped, and all the passengers were ordered to alight. I was not impolitely, ordered by a policeman to enter the police station.

ACUTE SPY MANIA.

There I was surrounded by about ten gentlemen, and after stumbling through the usual list of questions while a scribble in a two-page questionnaire I was peremptorily ordered to surrender my films. The proofs of my guilt were to be in their hands in a moment. It was an extremely long time before I was able to gather, with my limited knowledge of Japanese, that I was to remain in custody until my films were developed. Now began endless telephoning while every tiny detail of my luggage was minutely examined. At last, after an hour and a half of irritating delay, it appeared that the development of the films had been accomplished. There was simultaneously a marked show of disappointment. It was evident that they had no case. They endeavoured to make me admit that I had taken and concealed other films. They made me give them an exact list of the exposures I had made, and when this did not tally with the results of the development they began to upbraid me. At length, at 2:30 p.m., my patience wore out. I slung my valises on my back and boldly walked out of the police station. One policeman made as if to stop me, but as I gave him a searching look he drew back. I hurried to the railway station, and caught a train for Yada.

Thenceforth I continued my journey round Japan, from south to north and back to Tokyo. I encountered no further trouble on my way and enjoyed myself, but on my return to my home in Tokyo I found a detective at my doorstep where, I was informed, he had been waiting on and off for the past three days. This detective, fortunately, had a sense of humour. He was not quite satisfied with my reasons for undertaking such an immense journey in such a Japanese, incredibly short time, until I hit on the bright idea of hinting that I was about to revise the English guide-book of Japan—a remark that I was able to substantiate with a well-annotated copy, and he laughingly agreed that my large reflex camera was rather too conspicuous for "spy" work.

THE TOURIST SEASON.

ABOUT 2,300 AMERICANS ON FOUR
BIG LINERS.

It is estimated that about 2,300 American tourists will be visiting the Far East on round-the-world tourist ships during the next six months. The first to come out, with about 500 passengers, will be the *Helgeland*, of the Red Star Line, a ship of 37,500 tons gross. She is due to reach Japan in the middle of January, under charter to the American Express Company and after leaving Japan calls will be made at Shanghai, Hongkong, Manila, Batavia, Singapore, Diamond Harbour, Calcutta, Colombo, Bombay, Port Sudan, Port Tewfik, Alexandria, Naples, Monaco, and Gibraltar, and she is due in New York on April 16th. The ship is here about a week or so later than any of the company's ships on previous visits.

Among three other tourist ships that will follow are the steamer *California*, which will bring about eight hundred Americans early in February in charge of Mr. Frank Clark of New York; the steamer *Franklin*, in charge of Thos. Cook and Son, will bring about five hundred tourists; and the steamer *Empress of France* of the Canadian Pacific Line, on which about five hundred Americans will be in the Far East in the latter part of April. The Thos. Cook party will come by way of the Suez Canal.

CONSCRIPTION IN JAPAN.

MILITARY DRILL IN SCHOOLS
REPLACE A YEAR IN BARRACKS.

The War and Education Departments have finally come to an agreement over the plan of military training in schools to shorten the term of service with the colours. The innovation is to go into effect next year, says the *Japan Times*.

The two Departments have, it may be noted, found themselves in agreement, for some time, with regard to giving military training in schools, the question of term in barracks only remaining a point of disagreement. This was settled yesterday, and the plan with a few details to be yet decided will be completed as soon as the Minister of Education, who is now in Kobe, comes back and gives his formal approval.

The plan as adopted at the conference yesterday, provides, that the barrack term for the graduates of Middle schools shall be one year, that for those of Normal schools, five months, to be shortened, to three months after a few years' experiment. Students of special colleges must serve one year.

It was argued by Mr. Sekiya at the conference, that the present system of granting one year exemption to conscripts who pay in a certain sum of money, may come to be looked upon with public odium as a money-bought privilege.

Rich men's sons could thus buy a year's freedom and serve only one of the required two years without ever attending the drills at school at all. There was also the objection raised that only boys fortunate enough to be able to graduate from upper schools could benefit by the new plan. Colonel Hatano acknowledged the reasonableness of the suggestion, and said that the War Office would consider a scheme of introducing military training among members of Young Men's Associations, Boy Scouts, and like institutions, so that general conscripts other than those coming from schools and colleges may be qualified for a shortened term. It is thought that the War Office will abolish in due course the present one year bought exemption system. Colonel Hatano said he understood Mr. Sekiya's objections to the system of selling military exemptions for money, but stated that it could not be abolished at once. His plan was to offer substitutes for the old way and thus undermine its popularity.

RESERVE LIST.

As to details yet to be fixed one is with respect to a question whether the graduates of schools shall be accepted as qualified for the short service or whether only selected ones will be granted the privilege. Another question is whether the school graduate conscripts shall or shall not, on the completion of their service, be appointed officers and be put on the reserve list, as in the case of the present one year service conscripts. The Department of Education insists that the privilege shall be extended uniformly to all the graduate conscripts honorably discharged. It is supposed that the War Office will eventually concede these points.

THE AMERICAN AND THE
NUN.

A TALE OF OLD CHINA.

The following amazing anecdote is related by the editor of the *Central China Post* in the course of a leading article on China's Christian General.

When we first came to China, a casual acquaintance gave us a piece of confidential advice. He said that in China a man ought to be an American citizen, as then he could do as he liked without being interfered with.

Shortly after, the following case came to our knowledge. A man who claimed to be an American, and probably was, had a job in a Coast Port where he had to pass a nunery as he went to and came from his work. One of the nuns there took his fancy so he employed a go-between to induce her, by promises and presents, to come and live with him, but she would not agree. He then got four coolies and going to the nunery set it on fire, when the coolies seized the nun who was wanted as she escaped and carried her to his house. But she contrived to send off a letter telling the story to friends who promptly got up a mob and went to the girl's rescue, where they seized her abductor and burned his house.

He next landed in the hands of the American Consul where he made no defence but said he was quite prepared to take his medicine. The Consul said the best advice he could give him was to clear out as quick as he could and put the width of China between himself and that place. He went up the Yangtze and settled at an up river port, when shortly after his arrival a couple of monks turned up and used to watch him although they neither spoke to him nor interfered with him. He got it into his head that they were working black magic on him and took ill. His neighbours sent him in a native boat to Hankow for medical treatment, but he died on the way and was buried here.

DR. SUN'S AMBITIONS.

NO WISH TO BE PRESIDENT.

WRONGFUL INFLUENCE OF FOREIGN POWERS.

Dr. Sun Yat Sen, who with a numerous suite of political partisans, left Shanghai for Japan, en route to Peking, via Nairn, by the N.Y.K.'s *Shanghai Maru*, interviewed by a representative of the Eastern News Agency, said:—

"The reason why I am proceeding to Japan is that there is no suitable steamer by which I can go direct to Tientsin from Shanghai, and that by going to Japan, I thought I might be able to see my old Japanese friends with many of whom, for a long time, I have had no opportunity of renewing my friendship."

It is my intention to confine my present visit to Japan as far as Kobe. I shall not go to Tokyo this time for I am afraid that I have not time enough to do so. Probably I shall stay in Kobe for two or three days at most, after which I intend to sail for Tientsin by the first steamer I can get.

The main object of my visit to Peking is not to take part in the so-called 'Elder Statesmen's Conference,' but to devote myself to creating an atmosphere in favour of the convention, as early as possible, of a People's Assembly in Peking, which is to be as extensively representative as possible.

Although there is a rumour that I am to assume the Presidency in Peking, I have no idea, at least for the present, of taking up that position. I would rather remain as I am, because of my belief that China to-day badly wants a man who is capable of creating and uniting strong public opinion and I think I am just the man she wants. This is why I refuse to occupy any responsible chair in the Government, for I feel much easier in my private capacity than in an official one to keep up my activity without restraint.

TO EXERT PUBLIC OPINION.

I think that the real evils of China for the past decade—her disruption or disturbance—have been created by certain foreign Powers rather than by the Chinese people themselves, in view of the fact that these Powers have always squandered China, making her a happy hunting ground, by causing disturbances all the time.

It is my desire as well as my policy that with the support of public opinion in this country, I will endeavour to do everything within my power as I have always done in the past, to put an end to such external evils.

To accomplish this desire, I am of the opinion that it is necessary for me first to unify public opinion in this country, for this will eventually appeal to the foreign Powers, for I know that all right-thinking people in the world are well aware that their Governments have done injustice or wrong to this country.

These wrongs should by all means be righted and with this end in view I demand from the Powers the rendition of their concessions in my country without delay. This is the claim not only of myself but of the whole nation of China.

SHANGHAI'S DIVERSIONS.

"THE PARIS OF THE EAST."

Shanghai, in the old days, and before the initiative, enterprise and labour of its pioneer citizens had borne those first fruits of progress and modern civilization which have culminated in the city and the port being numbered among the most important in the world to-day, had a somewhat unsavoury reputation. For instance, 50 years ago the verb "to Shanghai" was popular in seafaring circles, if somewhat unorthodox in literary ones. To-day, says the *N.Y. Daily News*, Shanghai would appear to be famed for two things—its commercial importance and its (reputed) servitude to pleasure. It is even known to some, who have not been here, as the "Paris of the East," though how far such an appellation is justified is a matter of opinion and of doubt. It is indubitable, however, that so far as facilities for dancing are concerned Shanghai stands alone and unchallenged; and taking into consideration the foreign population of the city only, it is doubtful if there is any other place outside of Europe and South America where the pro rata proportion of dancing establishments to inhabitants is so marked. This might appear at first sight an indication that the foreigners here have the dancing craze very badly. Possibly they have, but the real reason probably is that Shanghai constitutes a veritable *cul de sac* for evening entertainment, with absolutely no outlets beyond its own borders in that sphere. Transfer in imagination the foreign inhabitants of Shanghai to some other great port or city—London or New York with scores of theatres, concert halls and other forms of evening entertainment; Naples with its wonderful tram rides into some of the world's most beautiful scenery; in fact to any other city of its size and importance, for all provide a much greater scope for an evening's entertainment than does Shanghai; transfer the populace to these places, we say, and dancing will probably play a much less important part in their lives. Shanghai dances at night, chiefly for the reason that it has nothing else to do; nor does it go; and to those to whom quiet evenings and early bed-times make no strong appeal dancing (and to a lesser extent, perhaps, the cinema) provides generally the only alternative to boredom.

THE OPIUM CONFERENCE.

DR. SZE'S WRONG TACTICS AT
GENEVA.

The General Secretary of the International Anti-Opium Association at Peking wrote the following letter to the Press:—

Many readers of the Press reports concerning the Opium Conference of the League of Nations will be disappointed with the statements of Dr. Alfred Sze, the Delegate for China. It is undoubtedly true that these statements were only items in a general review of the China problem, for the Press asserts that the "afternoon's sitting, was occupied exclusively by a written statement from Dr. Sze." Yet enough has been conveyed by

Reuter's message to suggest that Dr. Sze was acting on the defensive, and surely since the world has such a wide knowledge of opium conditions in China such an attitude was calculated to arouse great hostility at the Conference. The Conference had been supplied with 500 copies of the International Anti-Opium Association's Peking latest Bulletin which contains 24 letters and statements from Ex-Presidents, Cabinet, Ex-Cabinet Ministers and other high Chinese officials, all of whom have admitted the calamitous opium state of China, and found no excuse for it whatever except in the present disorganised condition of the country and its disastrous military domination. At Geneva and in fact throughout the world, the sympathy which would have resulted from a frank admission of China's opium conditions and her present inability to deal with it, would have been of infinitely greater value than the hostility aroused by references to extraterritoriality, and the smuggling of foreign opium by foreign nationals. There are unquestionably disreputable foreigners who engage in smuggling opium, but surely if they were successful in smuggling into China the opium product of the entire world, it would only be a fraction of the amount grown here.

I must take exception to one statement made by Dr. Sze, namely, "Opium is not indigenous to China but has been introduced from abroad." This statement is a very old one and is often repeated by both Chinese and foreigners. Obviously everything hangs on the interpretation of "indigenous." Tobacco was brought to China in the 16th century but would any one suggest to-day that it was not indigenous? It is more than probable that opium originally came from Persia and India to China, but since the poppy has been cultivated in China for thirteen centuries, its medicinal qualities known for nine centuries, and opium prepared from it in the modern form for four centuries, one cannot imagine what further requisites are necessary to make it indigenous. The fact that in 1903 China produced at least 30,000 tons of opium, and in 1924 not less than half this quantity cannot be evaded, and it is to be deeply regretted that any shuffling of the responsibility for so doing should have been evidenced. It may not be the diplomatic way of facing a World Conference, but we feel convinced that had Dr. Sze candidly admitted the enormous opium cultivation now going on in China,—to the injury of her people and in contravention of her national Treaty,—and at the same time asked for forbearance and co-operation until such time as a settled country will make possible the enforcement of her anti-opium laws, sympathy and help would have been unstintingly given.

LOCAL SPORT.

FOOTBALL.

KOWLOON F.C. v. EAST SURREYS.

The following have been selected to play for the Kowloon F.C. in their 11th League Match v. the East Surrey Regt. at Kowloon on Saturday (kick-off, 4.15 p.m.):—J. Beach, F. Wheeler and T. L. Knight; A. W. Turner, J. McKelvie (capt.) and A. Daneau; F. Cleme, J. McBride, B. Pacey, S. G. Hayes and J. Mair. Reserve: B. J. Vickers.

KOWLOON v. SOUTH CHINA "A."

In this 2nd div. match on South China's ground on Saturday (kick-off, 2.45), Kowloon will be represented by C.E. Stewart; W. Parratt and B. Rasmussen; A. W. Brown (capt.), C. Caveille and S. Randle; C. Morris, A. E. Latham, W. H. Brown, N. Trambitzky and W. Taylor. Reserves: A. Kirby and F. Ross.

H.K.F.C. RES. v. SACRED HEARTS.

The following will represent the Hongkong Club Reserves in their 2nd Division League fixture with the Sacred Hearts on Saturday next on the Club ground at 2.45 p.m. sharp:—F. Angus, D. Lyon (capt.) and H. Burston; K. Bell, A. Ferguson and G. Puncione; B. Bell, T. Roberts, E. Raiton, J. Douglas and T. Dixon. Reserves: C. Conway and J. V. Ramsay.

CRICKET.

I.R.O. 2nd XI. v. CRAIGENGOWER C.C.

The following will represent the Indian Recreation Club 2nd XI in a friendly match against the Craigengower C.C. on the latter's ground at 2 p.m. on Saturday:—Sirdar Khan (captain), S. A. R. Ismail, E. A. Moosdeen, M. P. Madar, J. Cassamthoy, Y. A. Wahab, J. S. Akker, A. Kitchell, A. R. Minu, A. K. Minu and J. Hassan. Reserve: A. R. M. Bamy.

SUMMARY COURT.

(BEFORE THE PRINCE JUDGE (MR. JUSTICE GOMPERTZ)).

THE PARTNERSHIP DISPUTE.

JUDGMENT FOR DEFENDANT.

In the partnership dispute which was continued yesterday, Mr. C. G. Alabaster, who appears for the defence, described the action of the plaintiff in the case as "perfectly amazing."

Mr. H. S. Fitzroy, on behalf of the Fuk Shing Lee firm, asked for a declaration that Lau Ping Nam was a partner in the Mee Sang Soap Factory Company.

Mr. Alabaster opened his case yesterday morning, and pointed out that judgment had been given against the firm, but plaintiff was not desirous of pressing a case against two of the partners as they were his friends, but he pressed a case against another man who maintained that he was not a partner. "It was impossible to believe that this man would go to such expense if the facts were not as he represented. He personally did not believe that the action was brought by the plaintiff himself, but that it was the action of the Chu's (two partners in the firm)."

Mr. Alabaster said that Lau Ping Nam would state that he was never at any time more than the representative of Leung Shi and Lau Ho Shi. The history of Lau's connection with the firm was that Leung Shi, a woman with property, had \$1,000 invested in the firm, which he had put into the firm for her. Finding the firm was not doing well, last year Lau Ping Nam, using his concubine's name, Lau Ho Shi, made an advance of \$4,000 under the security of a bill of sale.

In the afternoon defendant went into the box, and said that he gave instructions to the firm for the payment of his monthly subscriptions to the Chinese Chamber of Commerce.

Mr. Fitzroy: Why should they pay your subscriptions monthly if you are not a member of the firm?

Witness: I have accounts there, and even if I had not, and the firm knew me and trusted me, they would advance little sums. Many firms do this among any clansmen.

Witness denied that he had ever received any money from the Mee Sang firm, that he had ever put money into it or had ever been a partner.

"WILLING TO CUT OFF A COCK'S HEAD."

At this point Mr. Fitzroy said that the statements being so diametrically opposed, Oi Kwong had put forward a proposal that he was willing to go with Lau Ping Nam to their ancestral temple and carry out together the ancient and sacred ceremony of "cutting off a cock's head." Witness said he was willing to do so.

Mr. Alabaster said that the book Counsel for plaintiff had produced, which, by the way, had come from the hands of the receiver, was nothing more than a record of small temporary loans made by the firm to people who were not partners. These were paid out by the firm to people they trusted.

Ho Ming, assistant accountant in the firm, called in support of this statement, said that the book recorded advances of money to kins, partners and other people not connected with the firm.

Mr. Alabaster said that plaintiff's case and his were diametrically opposed, and plaintiff's witnesses were forgers and perjurers on their own statements. Lau Ping Nam had nothing at all to do with the firm.

Mr. Fitzroy submitted that plaintiff asked Lau Ping Nam whether he was managing partner in the firm, and he replied in the affirmative. Lau denied that he was at this interview. The question his Lordship had to decide was: Which story was to be believed? There was no doubt that throughout the whole of the proceedings Lau acted as a partner.

His Lordship gave judgment for defendants with costs.

BIG OPIUM HAUL ON S.S. "KUT SANG."

SEIZURE WORTH \$30,000.

Revenue Officer Lanigan yesterday made a seizure of over 6,000 taels of opium on the s.s. Kut Sang, which had just arrived from Amoy.

The discovery was made in one of the bunkers, where a cleverly constructed hiding place was found, the opium being contained in a number of small bags.

The value of the drug, which was taken to the Imports and Exports Department, is estimated at \$30,000.

We understand that no arrests have been made.

According to shipping reports, the Kut Sang cleared yesterday for Singapore.

NOT A JOY RIDE.

THIEVES' UNIQUE METHOD OF ROBBING DOCTOR.

The Chinese criminal is not devoid of original ideas for his evil activities, but one of the strangest stories that have come before the authorities of recent years has just been reported to the police.

It appears that at 3 p.m. on Wednesday a Chinese doctor named Fung Shiu Leong, of 40, Lai Chi Kok Road, was walking along Shanghai Street, Yau-nati, when three men suddenly accosted him. Producing revolvers, they forced him to enter a motor-car which was close by, and prevented him from crying out by threatening him with their weapons.

The car was driven to Shatin and stopped at the 14th milestone, where the doctor was taken from the vehicle and made to walk along the road for two or three hours until he could go no further. He was then struck about the head until he lost consciousness.

When he regained his senses it was dark and late at night. His assailants had disappeared after robbing him of \$33.

Weak and ill the doctor contrived to make his way to a European house where, being unwilling to awake the occupants at so late an hour, he slept on the verandah till morning. Then he learned that the house belonged to Mr. Pope.

TEA CHEST MURDER CHARGE.

SEQUEL TO GRIM DISCOVERY IN CONNAUGHT ROAD.

The public seats in the big Court at the Central Magistracy were crowded yesterday afternoon with prosperous-looking Chinese, many of them women, some of whom dabbed at their eyes with handkerchiefs while the case was continued before Mr. J. R. Wood in which So Kam is charged with the murder of Wong Pui, a tea-merchant of Connaught Road Central.

It may be remembered that the dead man's body was found by the police in a tea-chest.

The defendant, an undersized, pale-faced, anxious-looking individual with long hair, dressed in a Chinese suit of brown cloth, shifted his gaze uneasily round the Court while evidence was being taken, and continually clasped and unclasped his hands.

Detective Inspector Pincoff described his visit to 145, Connaught Road Central, at about 6.30 p.m. on October 2nd with Sergeant Kelly and other detectives. He went on the verandah, and saw an arrangement of tea-chests and bed-boards. He was present when the deceased's body was found in a tea-chest on the near side of the party wall between 145 and 146. He went into the accountant's office and inspected the safe, in the lower drawer of which he found a solitary gold coin in a Chinese letter. He saw no banknotes or cheques.

A Chinese detective stated in evidence that on the morning of October 7th he was on duty, searching outward-bound steamers for Canton and Macao. At about 7.25 a.m. he boarded the s.s. Honan which was due to leave at 8 a.m. for Canton. He found the defendant in No. 5 first-class cabin alone, and arrested him.

A clerk in the Bank of Canton gave evidence that on October 1st he cashed a deposit-receipt (produced) for \$1,000 between 10 and 10.30 a.m. Witness could not identify the man who presented the note.

A Chinese woman, of a certain class, testified that at 5 p.m. on October 2nd, defendant asked her to take care of \$1,000 for him. The money was in ten notes of \$100 each. He also gave her slips of paper on which he had written addresses for her to write to him.

The hearing was adjourned.

DISMISSED HOUSEBOY'S CLAIM.

PEAK RESIDENT SUMMONED.

Captain Montanaro, of 11, The Peak, was summoned at the Central Magistracy yesterday before Mr. J. R. Wood, by a house-boy named Wong Chiu-hung, who claimed arrears of wages amounting to \$13.13.

Complainant, giving evidence, stated that he entered the service of Captain Montanaro at a salary of \$25 a month on October 12th. He was paid at the end of October. On November 10th a new man came to the house and he was discharged by the defendant, being told to return to get his pay on the following Monday. He called on the defendant on Monday and was offered \$10, which he refused to accept. He now claimed 10 days' wages (up to November 16th).

Captain Montanaro said complainant's statement was a fabrication. The man entered his service towards the end of October. He found him to be an extremely incompetent and unwilling servant with a savage temper, which he sometimes showed to his wife when he was absent from the house. He told the complainant in October that he would be discharged as soon as another man was found to take his place, and to this the complainant replied that he wanted to go. He had never paid this servant at the rate of \$25. The man's salary being \$22. The outstanding wages amounted to something like \$11.75, but the fines inflicted on him for being rude, which were assessed with leniency, reduced it to \$6.

The Magistrate: You had no right to fine him.

Captain Montanaro said the complainant was a bad servant. He offered to pay him \$10, but he refused to take it.

At the Magistrate's suggestion, defendant agreed to pay the house-boy 16 days' wages at the rate of \$22 a month and an order was made accordingly.

CANTON NEWS.

(FROM OUR CHINESE CORRESPONDENT.)

MOTOR CARS ON RAILS.

Motor cars running on rails between Shum-chun and Sheklung is now a feature along the Canton-Kowloon Railroad, owing to suspension of regular railroad traffic. A single trip costs four dollars each passenger. Three trips are being made daily.

AN ORPHANAGE IN DIFFICULTIES.

The Orphanage at Fati, Canton, partly supported by the Canton Municipality and partly by public subscriptions, to which the Nanyang Brothers Tobacco Company contributes one dollar in respect of every case of cigarettes it imports into Canton, is now seriously suffering on account of the disturbed condition in Canton. The Municipality is many months behind in its appropriations, while the Nanyang Brothers Tobacco Company, now suspending business in Canton because of Kuomintang workers boycotting its products, is unable to turn in so large a fund regularly as under ordinary circumstances. The Orphanage has more than 600 boys who are taught primary school subjects and a trade, such as rattan work, carpentry, and others.

THE LONG-SUM CONFLICT.

Long-sum City, a great silk centre near Canton, where the Reds attempted to loot on November 17th but were not wholly successful, is now free of the Kuomintang elements. In the conflict between the Reds and the local Merchant Volunteers, the casualties of the last few days reached the 100 mark, both suffering to about the same extent. The factories in several cases have been badly damaged.

GAOL FOR GUILD BULLY.

STRUCK ANOTHER MAN WITH A STONE.

When a shoemaker was charged at the Kowloon Magistracy before Mr. N. L. Smith yesterday with using violence towards another shoemaker in order to make him join the Shoemaker's Guild, Inspector Blackman stated that the defendant on receiving a refusal, had struck the other man with a stone.

Sentence was passed of one month's hard labour.

HONGKONG AT WEMBLEY.

DID THE ADVERTISEMENT PAY?

A special "Empire Number" of the Manchester Guardian Commercial, published on October 16th, contains the following article dealing with the Hongkong section of the Empire Exhibition at Wembley:—

The officials of the Hongkong pavilion divide the success of their pavilion at Wembley into two sections. They feel that, first of all, representation at Wembley has brought them tremendous publicity and that, secondly, it has had a certain direct influence on the trade of the port.

It is in the first section that the greatest success has come, for it is too soon to speak of orders arriving to any great extent. But the publicity gained by Hongkong has been more than satisfactory. First of all, the Commissioners did a very wise thing in ignoring the pavilion arrangement of their display. They built an actual Chinese street, with the buildings ranged opposite each other as they are in Hongkong itself. Thus they were able to introduce their own atmosphere to a certain extent. The Commissioners extended the field of their activity by sending out booklets and other publications to all the educational institutions in the United Kingdom, and great numbers of school children examined the display under the guidance of their teachers. Through direct information, photographs, and models visitors have been enabled to see that the port is among the most up to date in the world, and that its industrial undertakings and its shipping and commercial concerns assign it a position of great importance.

OVER-PRICED ARTICLES. One of the officials of the pavilion, in talking of the success of the commercial side of the Hongkong street, said that the actual results have not been conspicuous. But it is agreed that many firms are on the verge of exploiting various trade possibilities advertised in the section. The Exporters' Department had no mission to sell; it was merely provided with samples with which to interest merchants and dealers. There is no doubt that had the department been empowered to sell a number of orders would have been put through. So it is not fair to look at the figures for an indication of Hongkong's success. Manufacturers and dealers were put in touch with the British exporters of Hongkong, and it is to them one must look for results.

In addition to the Exporters' Department, which really acted merely as a sample-room and inquiry bureau, there is the Retail Department, which controls a large number of shops ranged along the Hongkong street. Several thousand pounds' worth of ginger, fans, ivory ornaments, mats, and tea were sold in small quantities, and here again Hongkong merchandise has no doubt received a wide advertisement. Thousands of palm leaf fans were sold, and it is in such articles as these that the Hongkong merchants wish to deal with British buyers. British and Continental merchants have been chiefly interested in mats and matting, rattan core, feathers, oils, ginger, bamboo blinds, and cassia, and it is obvious that Hongkong merchants will receive orders for all these commodities as the result of the show at Wembley. The Chinese shopkeepers did a good business in selling knick-knacks, but the higher-priced articles of silver, ivory, and jade did not sell. Hongkong brought over ancient and marvellous vases, some of them priced at £13,000. Of course it was absurd to suppose that such articles would sell to casual visitors to an exhibition. Rattan and blackwood furniture has been sold in small quantities, but the Hongkong merchants made the mistake of pricing these articles far above what they are sold for in London.

GENERAL COMMERCIAL SUCCESS.

With the general public the features of the Hongkong section which attracted greatest attention were the silk worm industry and the process workers. The demonstration of silkworm breeding and eventual weaving became so popular in the early days of the Exhibition that the section had to be extended and a small charge of admission made to regulate the crowd. In such sections as this the influence of Wembley has been invaluable. Thousands upon thousands of children followed the story of silk, told from the egg to the silk stocking.

The public was also able to see Chinese workers making articles from silver, ivory, paper, and kingfisher feathers. Chinese food has been largely popularised by the restaurant. Chinese dinners were served at prices ranging from a few shillings to £5. Chinese preserved fruits and other features of the menu have been advertised and sold extensively as the result of the restaurant, for which special Chinese cooks were brought from Hongkong.

The authorities feel that as an advertisement their street has been a great success, and for the more tangible commercial success they wisely wait for time to tell its own story. The hundreds of inquiries and the wide interest excited point to general commercial success as the result of Wembley. When it is remembered that about 200,000 worth of inexpensive trinkets and souvenirs of Hongkong manufacture were sold over the counters it is easily seen that the manufactures of the Eastern port have received wide circulation and advertisement through the quaint street in which these merchants of the East displayed their wares.

FRESH & SMOKED FISH

By Refrigerator per S.S. "CARNARVONSHIRE."

FROM THE FISH MARKET OF SCOTLAND:

ABERDEEN.

Bloaters (Fresh)	per lb.	65 cts.
Kippers (Smoked)	"	65 cts.
Salmon (Fresh)	"	\$1.50
Cod Filet (Smoked)	"	.75

ALSO A CONSIGNMENT OF

Real York Hams	per lb.	\$1.60
Irish Bacon	"	1.40

TELEPHONE 4567.

LANE, CRAWFORD, LTD., ICE HOUSE STREET.

GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

HONGKONG.

"REGAL" RECORDS

SCOTCH SONGS

THE STAR O' ROBBIE BURNS

AFTON WATER

WE'RE A SCOTISH HERO

BONNIE DUNDEE

JESSIE'S DREAM

THE NAMELESS LASSIE

MY AIN WEE HOOSIE

HURRAH FOR THE HIGHLANDS

AT

ANDERSON'S.

Powell
12, Des Vaux Road.

DOWN QUILTS

BLANKETS

WINTER CURTAINS

RUGS

SEAMLESS CARPETS

New Stock.

We Invite Inspection.

CABLES.

LATEST CABLES.
(THROUGH REUTER'S AGENCY.)

THE CAIRO OUTRAGE.

EGYPTIAN ARMY EVACUATING THE SUDAN.

GENERAL SITUATION QUIET.

KHARTOUM, November 27th.

A communiqué reports the general situation in the Sudan as being quiet. King Fuad has issued instructions to the Egyptian army in the Sudan to obey the orders of the acting General-Governor and to withdraw. This accords with the requirement laid down in the British Note.

DRAMATIC ARRESTS OF ZAGHLULISTS.

CAIRO, November 27th.

Dramatic arrests were carried out by the British military authorities at night. Three prominent Zaghlulists were surprised whilst abed and removed to an unknown destination. These are Nakhshi, ex-Under-Secretary for the Interior; Abdel Rahim Fahmy, who was imprisoned in 1921 in connection with a conspiracy case and subsequently released when Zaghlul Pasha took office; and William Makra Mobeid, a prominent Coptic Wadite, who was recently in London with Zaghlul.

PORTFOLIO DECLINED.

Ahmed Zulfikar, the Egyptian Minister at Rome, has declined the foreign portfolio of Minister of Foreign Affairs in the new Egyptian Government.

FRENCH COLONY IN EGYPT SUPPORT BRITISH ACTION.

The French colony in Egypt has requested their diplomatic representative at Cairo to convey their gratification to the French Government at the strong measures taken by the British authorities for the protection of foreign nationals.

NOT SEEN AT MALTA.

MALTA, November 27th.

The report that the two absentee blue-jackets have been seen here is now denied.

EARLIER CABLES.

EGYPTIAN PROTEST TO LEAGUE.

GENEVA, November 26th.

The Egyptian parliament's protest has been received by the League of Nations Secretariat, who, however, are not circulating it to members of the League of Nations, because documents emanating from any bodies other than Governments are never circulated.

MISSING BLUEJACKETS.

MALTA, November 26th.

The two British bluejackets who were reported as missing at Alexandria have been seen here.

The men belonged to H.M.S. *Valiant*, and their arrest has been ordered.

LATEST CABLES.

NO CARGO FOR MAIL BOAT. EFFECT OF AUSTRALIAN SHIPPING STRIKE.

MELBOURNE, November 26th.

The P. & O. s.s. *Majaja* will sail at 3 a.m. to-morrow with a full list of passengers and mails but no cargo.

TRAGIC STORMS IN CASPIAN SEA.

MANY FISHER FOLK DROWNED.

Moscow, November 27th.

Very fierce storms are raging in the Caspian sea. Thousands of fishing vessels are adrift and over one thousand have been salvaged. Hundreds of others are wedged in the ice. It is reported that 125 boats have been sunk and 48 fishermen drowned. A special expedition has been sent to assist the victims.

SOVIET AMBASSADOR AT PARIS.

Moscow, November 27th.

M. Krassin has left for France to take up the Ambassadorship.

LATEST CABLES.
FRANCE AND TUNIS.

ARMY COMMANDER SUPERSEDED.

COMMUNIST AGITATION FEARED.

PARIS, November 27th.

Rear-Admiral Exelmans, the French Commander-in-Chief in North Africa, has been superseded by Vice-Admiral Jehenne on the reported ground of refusing to receive the Soviet mission en route to Bizerta to take possession of Wrangel's fleet, which Wrangel handed over to the French Government in part payment of advances made him by France, but which the Herriot Government surrendered to the Soviet. Admiral Exelmans' refusal is said to be due to his opinion that the arrival of the Soviet mission would intensify the communist agitation which is being conducted in Tunis with the object of inciting a native insurrection.

PROPOSALS FROM PARIS.

At an important meeting held at the Quai d'Orsay it was decided to appoint a consultative committee to study certain measures to be proposed to the Bey of Tunis.

According to *Le Matin* the measures would have a liberal character and would concern a new municipal system and the liberty of trade unions.

Le Journal says the meeting also discussed the questions of communist propaganda and the naturalization of Italian colonists. — *Havas*.

[Tunis, one of the old Barbary States, lies between Algeria and Tripoli on the northern African coast, and has been a French protectorate since 1881. A Resident-General exercises all real authority in the name of the Bey of Tunis. The present Bey is Sidi Mohammed ed Habib, who succeeded in 1922.]

EARLIER CABLES.

OPIUM CONFERENCE.

PLENARY SESSION POSTPONED.

GENEVA, November 26th.

The plenary session of the Opium Conference was postponed till to-morrow, owing to the inability of the business committee to reach an agreement regarding procedure until this evening.

ANGLO-GERMAN TRADE TREATY.

AGREEMENT IN SIGHT.

LONDON, November 26th.

Reuter's Agency learns that agreement has been reached on all the important points in the Anglo-German Commercial Treaty negotiations.

The only outstanding matters refer to the 28 per cent. reparations tax, which will probably be settled this week.

THE WORLD'S SPORT.

HOME BOXING.

NEW EUROPEAN WELTER CHAMPION.

LONDON, November 26th.

At Edinburgh, in the contest for the European welterweight championship, Milligan gained the decision on points over "Kid" Lewis, the holder of the title.

TO MEET WORLD'S CHAMPION.

Milligan, a Scotsman of only 19 years of age, was too strong and, dashing for Lewis. The first 10 rounds were fought at a great pace; then Lewis tired, but held out for the stipulated 20 rounds.

Milligan will now meet Mickey Walker in New York in January for the World's Welterweight Championship.

INTERNATIONAL FOOTBALL.

ENGLAND DEFEATS SOUTH AFRICANS.

LONDON, November 26th.

In the International Association football match played at Tottenham, England beat the South Africans by three goals to two.

LATEST CABLES.

AUSTRALIAN INTER-STATE CRICKET.

WIN FOR VICTORIA.

SYDNEY, November 27th.

Victoria beat South Australia by eight wickets. South Australia scored 238 and 202; Victoria, 357 (Ponsford, 166) and 134 for two.

LATEST CABLES.
(REUTER'S AMERICAN SERVICE.)

U.S. VICE-PRESIDENT. DECLINES CABINET PORTFOLIO.

WASHINGTON, November 27th.

Vice-President Dawes has declined President Coolidge's offer to accept a Cabinet portfolio in accordance with the precedent created by the late President Harding.

EARLIER CABLES.

"INTERNATIONAL BROADCASTING."

U.S. EXPERIMENTS IN RADIOGRAPHY.

New York, November 26th.

Bad atmospheres somewhat cramped the start yesterday of the ambitious "international radio week," consisting of official and also amateur tests for the purpose of investigating the problem of international broadcasting.

The only American station that picked up Great Britain was Pittsburgh.

The European stations arranged to co-operate, while not merely the United States but Canada, Cuba, and Puerto Rico were interested.

A British amateur yesterday heard Buenos Aires, and another amateur in Buckinghamshire succeeded in establishing a two-way communication with Australia.

Amateurs picked up the programmes broadcast from London and Paris, and also Rome, but less distinctly, while a Chicago amateur heard items from Plymouth, Manchester, Birmingham and Lyons.

WASHINGTON, November 26th.

The British Ambassador, Sir Esme Howard, in a broadcast address, urged the teaching of American history and geography in English schools and the development of travelling, with the view to the acquisition of a greater knowledge of the United States in the cause of world peace.

Amateurs heard the programmes from Aberdeen, Newcastle, Bournemouth and Madrid.

U.S. WAR CLAIMS.

TRIPARTITE AUSTRO-HUNGARIAN AGREEMENT.

WASHINGTON, November 26th.

Mr. Hughes, Secretary of State, has concluded a tripartite agreement with the Governments of Austria and Hungary adjusting the war claims.

LONDON ETIQUETTE.

NO TAN BOOTS FOR THE CITY ALDERMEN.

A mine of interesting facts about the City is *The Corporation of the City of London* by Mr. Alfred John Glasspool, late Keeper for the Guildhall.

One is told that in the Ceremonial Book minute directions are given as to what the Lord Mayor and the Aldermen when they are carrying out functions for which no official dress is prescribed. The Aldermen are reminded that it is not etiquette to appear on those occasions in any other dress than that of a dark morning coat, with white or black tie. They are never to be seen in red, flaunting neckwear or lounge suits. An Alderman in tan boots, except when in khaki, would be considered to have committed an unpardonable offence.

The author shows how the City has been identified with the growth of popular liberties, and has been bound up with the history of the kingdom. He recalls the deeds of its heroes from Thomas Fitz-Thomas in the 13th century to John Wilkes in the 18th.

GROWTH OF SOBRIETY.

Present at 50 Lord Mayor's banquets, Mr. Glasspool remembers only one total abstaining Lord Mayor. "Lord Mayor Vesey Strong," he writes, "was accustomed to say, 'Will you drink with me? leaving out the usual word 'wine.' Fifty years ago there were guests who required considerable assistance in putting on their great coats, and at times found it difficult to find their cloak-room tickets." The author adds:

"Such mental clouding is never seen now, there is absolute sobriety among the guests; total abstainers are not unknown. It is an understanding in the Corporation luncheon-room that unobnoxious drinks shall be provided with the same facility as alcoholic drinks."

DECLINE OF ORATORY.

"There is a sad decline in the value and the oratory of the Guildhall speeches," declares Mr. Glasspool. "On for an hour of the involved verbosity of the Gladstone revelations, when he really took the audience into his confidence, holding them charmed by the power of his voice and the intricacy of his arguments. Beaconsfield was always a great favourite at the Guildhall, the impressive figure fascinating the audience with the flash of his eye and the sarcastic expression he threw at his opponents; there was genuine sentiment in his demands for peace with honour."

THE CIVIL WAR IN CHINA.

(THROUGH REUTER'S AGENCY.)

MARSHAL TUAN AND THE EX-EMPEROR.

A MORE EQUITABLE AGREEMENT.

PEKING, November 27th.

Marshal Tuan Chi Jui, it is reported, intends to make a new and more equitable agreement with the ex-Emperor.

[FROM THE "DAILY BULLETIN."]

NEW PEKING CABINET.

MANY MINISTERS ABSENT.

SHANGHAI, November 26th.

Five of the nine Ministers who will form the new Peking Cabinet are at present in Shanghai, namely, Tang Shao Yi, Minister for Foreign Affairs (who has definitely refused his post, saying that until civilian rule could be exercised in the capital with full liberty, which at present is improbable, he does not propose to participate in administrative affairs); Li Shih Hao, Minister of Finance; Admiral Lin Chien Chang, Minister of the Navy; Yang Shu Kan, Minister of Agriculture and Commerce; and Wang Chiu Ling, Minister of Education.

Li Shih Hao, Lin Chien Chang and Yang Shu Kan are leaving for Peking very shortly, and Wang Chiu Ling is indisposed and in hospital, but it is believed that he will proceed to Peking when he has recovered.

VICE-MINISTERS TAKING CHARGE.

PEKING, November 26th.

A mandate issued this morning instructs the following Vice-Ministers to take charge of their respective Ministries, pending the arrival of the Ministers: Shen Jui Lin, Ministry of Foreign Affairs; Chang Chen Peng, Ministry of Navy; Ma Shu Lin, Ministry of Education; and Li Chi Chou, Ministry of Agriculture and Commerce.

Kung Hsin Chan, Minister of Interior, assumed office yesterday, and Wu Kuang Hsin, Minister of War, Chang Shih Chao, Minister of Justice, and Yeh Kung Cho, Minister of Communications, also took up their posts this afternoon.

It is reported that Cheng Hung Nien will be appointed Vice-Minister of Communications. It is reported that Tuan Chi Jui will appoint an Advisory Council under Lin Chang Min.

A preparatory department of the forthcoming Delegates' Conference is being established under Chu Yang Kuang, and also a similar department in connection with the subsequent National Conference under Shu Shih Ying.

SHANGHAI WAR RUMOURS.

WAR LORDS' DENIALS.

SHANGHAI, November 26th.

The *N. C. Daily News* says "Is Shanghai to have a position to state positively with authority that there is absolutely no ground for such a suspicion or belief."

General Chang's representative has declared that all reports of impending fighting between his chief and General Kung were not worth printing. He stated that the Generals have a common aim, the preservation of peace and order, and they are one best of friends. General Chang, however, having been appointed by the Central Government, is now in charge of military affairs locally.

General Kung's representative said that there was no basis for the rumours of impending trouble, which were intended to cause misunderstandings. Regarding General Chang's position, he said that while it could not be recognized by General Kung, there need be no fighting. He reiterated that General Chang and General Kung's common aim was to maintain peace and order.

Wen Shih Tsen has asserted that there is no fear of fighting, and that the rumours are silly. Mr. S. K. Chen, Peking's appointee to the post of Commissioner for Foreign Affairs, has also said that he had not heard anything of trouble between General Chang and General Kung.

Regarding the post of Commissioner, Mr. S. K. Chen informed the *N. C. Daily News* that the reports that he had taken over office were premature, and therefore were not correct.

Mr. Chen said that he had written to Wen Shih Tsen explaining his position, and that he had not attended office because he wanted to avoid any misunderstanding. He said that he had not decided definitely whether he would accept the position.

(Continued on next column.)

INDIAN CONJURING.

AN HERITAGE OF ANCIENT EGYPT.

Following hard on the "exposure" of the rope trick, comes a tribute to the mystery of Indian conjuring by a European who assures the *Yorkshire Post* in a letter that he has himself seen levitation performed half a dozen times by Indians under circumstances which permitted him to make the closest examination. He writes:

"The levitation trick is quite common amongst the better class of itinerant troupes of conjurers in South India and Ceylon. I myself have seen it performed on no less than half-a-dozen occasions. On each occasion the trick was performed in the open air, without any assistance of 'stage-effects,' and on each occasion the man was suspended in the air without any visible means of support. In August, 1919, I saw the trick performed on the barabara outside the factory at Cocawatte Estate, Lunagala, Ceylon, by a travelling troupe of South Indian conjurers, who were touring Ceylon, and whom I had engaged to give a show to the estate coolies. On this occasion, the levitating man remained for some considerable time suspended in the air, perfectly steady, after the stick had been removed, while I personally made a close examination of him and the other members of the troupe who were stationed near by. I was allowed to go anywhere, and do anything I liked except touch the man. As a matter of fact, I crawled underneath the man (he was suspended about four feet from the ground), and satisfied myself that he was not being supported in any way."

no hypnotism.

How, then, one may well ask, is the trick performed? A generally accepted theory is that the audience is hypnotized into believing that it has witnessed a performance when in reality nothing has taken place. This theory is, however, now disproved by the photographs which were taken at the performance described by a "Returned Exile." A camera cannot be hypnotized. Another theory is that the performer is hypnotized, and is able whilst in a hypnotic condition to overcome the power of gravity. This may or may not be so; the fact that the performer appears to be put into a sort of trance by one of the other members of the troupe rather inclines one to this view.

Or again—and this seems to me the most intriguing view—is the levitation trick performed by the assistance of a "force," a force of which we in our Western civilisation know nothing, a force of which these present-day Indian conjurers know nothing, but which may have been known to and used by their forefathers many, many years ago? It is generally believed nowadays that the moving or levitating not only themselves but masses of solid material. We know that the secrets of the priest and Magi were taken from Egypt to Arabia, from Arabia to Persia, and from Persia to India, where they appear to have been lost. Nearly every trade or profession in India is taught by word of mouth and handed down from father to son. Is it not possible that some of these Indian conjurers (some of whom are high caste) may be descendants of the ancient Magi, and that they possess a faint knowledge (the real meaning and worth of which they are unaware of themselves), but which would give them sufficient command over gravity to perform a small feat of levitation? To anyone who has been present at one of these performances in the East, and who has felt that indescribable "something" which is evident; the above suggestion may not seem so very wide of the mark.

ARMED ROBBERIES IN SHANGHAI.

BOLD BANDIT GANGS.

SHANGHAI, November 26th.

A further series of armed robberies in Shanghai indicate that the bandit gangs are evidently growing bolder.

One foreign policeman, who attempted to search two Chinese who were behaving suspiciously, was shot at but missed, and the men escaped.

There were five armed robberies in the Settlement yesterday, all of which were successful, and no arrests were effected. The day before there were no fewer than six, all of which were also successful, except one, in which a Chinese who was held up by three men, who attempted to take away his bag, resisted, and not only drove off the robbers but followed, and, with the assistance of a passer-by, caught one of the robbers and handed him over to the police.

DR. WELLINGTON KOO IN SHANGHAI.

SHANGHAI, November 26th.

It is reported in Shanghai that Dr. Wellington Koo with his family is here. The vernacular papers assert that Dr. Wellington Koo is returning to London, and is hoping to resume his post.

SOME PEOPLE WE KNOW.

MARGOT ON POLITICIANS.

Mrs. Anquith continues her notes "Without Prejudice" in the *London Magazine*. Here are selections.

If you study the famous people you have met you will find they all treat themselves rather differently. Some avoid themselves, some dramatise themselves, some pursue themselves, some distrust themselves, some control themselves, some promote themselves, some listen to themselves, some are tender with themselves, some ceremonious with themselves, some pose to themselves, some are absorbed in themselves, some are deafened, some suffocated, and a few embarrassed by themselves.

A man like Mr. Churchill, deeply absorbed, but seldom satisfied, self-centred but never self-conscious, though far too forgiving, is not kind to himself. He is hard and unsparing, and though vigilant and confident, is so short-seeing and impatient that he devours himself.

Mr. Lloyd George loves a crowd more than himself. Enduring society, soliciting advertisement, he changed changed, and challenged himself in the arena of fortune. He guesses without pause and with dazzling quickness what the person he is talking to is thinking; but in spite of being guided by an intelligence amounting to genius, he waylays himself and other people, and before you can raise a finger you are lured into the vortex of his emotional impulses. He has more ideas than Self, and treats them both with fickle and impartial good humour.

Lord Grey has a Self that few can influence and none can force. He treats it seriously in spite of a boyish sense of humour. People do not matter to him; his intimacies are with birds, trees and squirrels. He is moody about his platform performances and proud of his country pursuits, and is a man everyone is honoured by knowing.

Mr. Austen Chamberlain is more loyal to his friends than to his convictions. He holds himself a little too upright for his own ideas or other people's to circulate. He is uneven in temperament, but even in affection.

Lord Curzon's natural Self made many friends in his youth, but for some unknown reason he grafted on to that brilliant and hospitable Self a certain ceremonious, non-conducting personality which estranges intimacy, and his sense of humour—which is of the highest quality—has never been focussed on himself.

The Cecil family have true intimacy with ideals, minds and morale of distinction; but have unconsciously massaged away some of the more active muscles of their conscience and are not familiar with themselves.

Lord Birkenhead gives himself too much rope, but he will never hang his generous heart. He listens to himself, but his brains have gone to his head and he hears confused sounds.

Mr. Ramsay MacDonald watches and defends himself, but, whether from strain or suspicion, he is not at ease with himself.

Mr. Stanley Baldwin, though a little perplexed, is unconcerned, and enjoys himself.

Mr. Asquith is inclined to avoid himself. He shuns advertisement, knows his world, and has infinite political patience. In spite of complete self-mastery, his fundamental emotion betrays his taciturnity, and for those who like hunting tigers he is the man to go with.

Sir John Simon has not given himself enough rope. He is as grudging to himself as he is generous to his friends, and would lose nothing if he gave himself away.

FAMOUS CLOCK RESTARTED.

AFTER 157 YEARS.

MAKER'S STRUGGLE FOR £20,000 REWARD.

Lieut. Comdr. Rupert T. Gould, of the Admiralty Hydrographic Department, has succeeded in starting an ancient marine chronometer, nearly 200 years old, which had not been working since 1707—157 years. This machine, massive and intricate, is now at the Admiralty, in London, keeping almost perfect time. Its errors, which were a hope of reducing, amount to only a few seconds a day. Comdr. Gould worked for a year, chiefly in the small hours of the morning, in cleaning and repairing the clock. It has more than 500 parts and weighs 163lb. The brass in the clock is of such fine quality that an ingot of it could be beaten out almost like gold leaf.

Its maker, John Harrison, began life as a carpenter in a Yorkshire village. The clock bears the inscription: "Jno. Harrison Feict. Made for his Majesty King George II. By order of a committee held the 30th of June, 1737." The committee was known as the Board of Longitude. Of four marine chronometers made by Harrison and still possessed by Greenwich Observatory, this is the second. The maker was striving for the £20,000 prize which Parliament offered, following a petition of sea captains and merchants in 1714, for any method which would determine a ship's longitude within half a degree.

With his fourth chronometer Harrison won this reward, but he received his money only after a personal appeal to George III.

The clock now at the Admiralty took two years to construct, and the Board of Longitude gave Harrison £250 towards the task. It is a clock within a clock. There is a little clock which will go for a minutes only, and another clock which automatically rewinds the former every 21 minutes, and has to be wound itself once daily.

Woodward's Gripe Water.

SAVING BABIES EVERY DAY

Woodward's Gripe Water has assisted millions of babies safely through the teething crisis, and preserves them from the prostrating effects of other internal disorders. It is the little dose given regularly after each meal that keeps the stomach healthy. It prevents pain, and strengthens the entire system. In larger doses Woodward's Gripe Water is a valuable preventive and remedy for stomach pain and digestive ailments in older children and adults. Delicious flavour and perfectly harmless.



WOODWARD'S "Gripe Water" KEEPS BABY WELL

THE UNION OF SOUTH AFRICA FOR RESIDENCE, FARMING, TRAVEL.

The Union of South Africa is a seat of Western culture and civilization. Europeans have been settled there for nearly three centuries. It is a country that merits the attention of those Europeans who contemplate leaving the Far East. If they are retiring on pension, there are many pleasant South African towns in which to live. Or if they seek a career, and have a moderate capital there is scope in South Africa for farming—for instance in fruit-growing.

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ABOUT CLOTHES IN GENERAL.

The following article, which appeared recently in the *Daily News*, describes the visit of a fashion expert to some of the famous fashion houses in London:—

Milinery this year will be severely plain. Many of the newest models are quite untrimmed. Brushes, pompons, clumps of feather or knots of ribbon are the most popular trimmings, and these are used exceedingly sparingly.

Hatters' plush, panne and felt are the most fashionable materials, and black and brown the most fashionable colours.

In shape hats are very small, with square crowns and tiny brims. Brims are nearly all upturned slightly in front.

Three hats seen at the Maison Lewis will give an idea of what is most chic and new in the millinery world, as this house is always in the forefront of fashion.

The first shows how the Directoire style is slowly but surely coming to the front. It is a very smart hat suitable for afternoon wear. Of dark brown panne it has a high crown and a beautifully curved brim which dips most becomingly at one side. Its only trimming is a high clump of ostrich feathers placed at the back. The effect of this hat is picturesque, and it shows the new millinery line to perfection.

The second model is of black hatters' plush and almost like a man's top hat in shape. The crown is square and the tiny brim has an upward curve in front. Its only trimming is a black and white brush which is placed right in front, at the top of the crown, and sticking straight out. For those who can wear this severe type of hat nothing could be smarter.

The third model is also of black, but has a round crown. The little brim has the inevitable turn up in front. On top of the crown is placed a fold of black satin ribbon lined with white velvet. This is brought out at either side in points. This black and white arrangement is one of the smart autumn effects, and the extra width given by the folded ribbon is most becoming.

Each of these three models is the last word in the new season millinery and shows exactly what will be worn.

MANY AND VARIOUS.

The world of fashion has been one unending whirl of dress shows and parades recently. They have followed one another in rapid succession, and one feels rather bewildered at the enormous number of exclusive and unique designs that have been shown. The versatility and genius of our English dress designers calls for the highest praise, and the beautiful finish and cut of the models shown is admirable.

That simplicity of line will remain the chief thing about this season's fashions is now assured. Many designs are quite straight, with cleverly hidden pleats to allow room for movement, others have a subtle flare given to them by skillfully placed godets. All appear simple, falsely so in many cases, as often the more simple and plain a gown appears, especially from an artist's hand, the more sophisticated and difficult the cut is.

Materials are exquisite. Velvets and pannes, plain and embroidered silks beaded and embroidered, chiffons and georgettes delicately patterned and wonderful shadow and metal laces are greatly used.

Kasha cloth, checked or plain, is much to the fore and there is a lovely new cloth called vicuna sergee for outdoor wear.

Furs are beautiful, and although the expensive varieties will always be most coveted, there are cheaper furs that look extraordinarily well and are used by the most exclusive houses to trim both outdoor and indoor garments.

The Directoire style that has been foregrounded for some time is really only shown in full, to vary a dress parade, or as a contrast to prevailing modes. It crops up here and there in a sleeve or jabot, perhaps, but only in millinery has it got a really firm hold.

Black and nut brown are two colours used together with great success. They are wonderfully becoming. Red fox fur on shiny black satin shows this colour scheme at its best. Some very beautiful models show an underdress of nut brown, with a long three-quarter coat, open in front, of black.

Evening cloaks are in velvet and tissue and are strikingly beautiful. They are often made as capes with no fastening and intended to be draped round the figure. Some of the newest models are rucked and gathered to the waist almost, and have fur collars.

SOME OF THE BEST DESIGNS.

Reville, Hanover Square, is one of England's greatest dress artists, and his recent show was an event in the world of dress. I will describe to you some of his most beautiful designs. First is a three-piece with a long coat—so long that none of the frock is visible. Of black velour-de-Lyon, the dress has a bodice of white kasha, on which is worked a conventional pattern in black kid put on in straight lines. The frock is quite straight, and has long, tight sleeves. The coat to match is a perfect joy. Very long and simple, it has a swing and line given to it by the godets placed at either side. These godets are edged with kasha, and have touches of white kid-trimmed kasha cloth, as on the dress. The sleeves are long and tight with the same finishings as the godets. The collar is high and of white kasha with kid decorations and a border of fur. This whole turn-out is an artistic triumph. It shows simplicity at its smartest and best.

Another three piece was most attractive. Of the new vicuna sergee, it was of a soft pistachio nut green. The skirt had four box pleats in front, and was completed by a soft jumper of georgette. The coat was full length, and had no fastening, but was intended to be held round the figure. It had a deep hem and little collar of tiger cut, a fur not unlike leopard skin, but with less pronounced markings. The jumper had a line of the same fur down one side. A lovely little cap of green cloth with a

(Continued on next column.)

WEATHER REPORT.

November 27th at 11.30.—Warning to Hongkong, Coast Ports, &c.—Depression or typhoon of unknown intensity within 120 miles of Lat. 13 deg. N. Long. 113 deg. E., moving W. November 27th at 17.30.—Pressure has decreased considerably at Chio, moderately at Shanghai and slightly over Indo-China. It has increased slightly over the Philippines and is nearly stationary elsewhere.

The anticyclone has weakened further. It is now central near Shanghai.

This afternoon the typhoon was in about Lat. 13 deg. N. and Long. 113 deg. E., moving W. S.W. or W.

Strong monsoon may be expected along the S.E. coast of China and over the N. China Sea. Cyclonic gales off Cochin China coast.

Hongkong rainfall for the 24 hours ending at 18 hours, Nov. 27th 0.00 inch. Total since January 1st, 97.55 inches; against an average of 81.90 inches.

The forecast for the 24 hours ending at 18 hours, Nov. 28th is as follows:—

Forecast
Formosa Channel N.E. winds, strong.
N.E. winds, fresh.

Hongkong to Gap Rock do.

South coast of China between Hongkong and Lamock do.

South coast of China between Hongkong and Hainan do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 27th.

	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	30.15	30.15	30.10
Temperature	71	68	68
Humidity	41	42	36
Wind Direction	N	N	ESE
Force	3	2	3
Weather	b	b	b
Rain	0.00	0.00	0.00
Highest open-air Temperature on 26th	71		
Lowest open-air Temperature on 27th	57		

HONGKONG TIDE TABLE.

From Nov. 23th to Dec. 4th, 1924.

Day of Week	Day of Month	H'kong Standard Time	Height	H'kong Standard Time	Height
			ft. m.		ft. m.
Fri.	23	h. m.	10 45	5 30	4 22
Satur.	29	h. m.	9 59	8 35	3 55
Sun.	30	h. m.	11 45	8 4	5 14
Mon.	1	h. m.	10 45	8 4	4 12
Tues.	2	h. m.	0 50	8 9	6 11
Wed.	3	h. m.	11 25	8 2	4 51
Thur.	4	h. m.	2 8	4 8	7 11
		h. m.	0 16	7 7	8 14
		h. m.	3 35	4 9	6 23
		h. m.	1 15	7 0	9 18
		h. m.	2 27	6 4	10 18
		h. m.	5 40	5 5	10 22

CAMBRIDGE LAWSUIT.

CLAIM BY "SENT DOWN" UNDERGRADUATE. In a case which will come before a special jury at the Law Courts this term, a Cambridge undergraduate who was "sent down" last February is suing the Master and Fellows of Peterhouse College.

He alleges they were not entitled to send him down, and asks that his name should be restored to the college roll. Such an action is unprecedented in recent times.

MANNEQUIN DANCER.

NEW FEATURE AT AUTUMN DRESS SHOWS.—The dancing mannequin is an additional attraction at London autumn dress shows.

With her male partner she appears in one of the new fringe frocks to show how effective such a garment can be in the dance-room; or she wears a cleverly cut sheath frock to show that its apparent tightness does not interfere with the movements of the tango.

Several prominent dress-makers have commissioned exhibition dancers to display the latest dance frocks.

LONG SLEEVES BY LAW.

A Bill to prohibit low-necked, short sleeved dresses which outline the figure is to be introduced into the Polish Parliament by members who have joined in an anti-immodest dress campaign in which clergymen of all denominations in the country are taking part, says a Warsaw message from the Jewish Telegraphic Agency.

The Bill will prevent dressmaking establishments from exhibiting fashion models which are considered immodest.

far border completed this costume, one of the most picturesque and original of the show.

AN OUTSTANDING GOWN.

An evening dress of chenille velours silk was particularly beautiful. Of a blue hard to describe, but somewhere in the neighbourhood of a turquoise, it was cut very straight, with an opening right down one side, held together by a lovely diamond and jewelled ornament with long diamond tassels. The simple cut showed the beautiful patterning of the material. The georgette underdress of the same colour dipped down into a panel at one side that almost touched the ground. A wing-like drape fell from the other shoulder and balanced the dress beautifully. The colour, cut, and material all combined to make this dress one of the most outstanding of the collection, which was exceptionally interesting and artistic.

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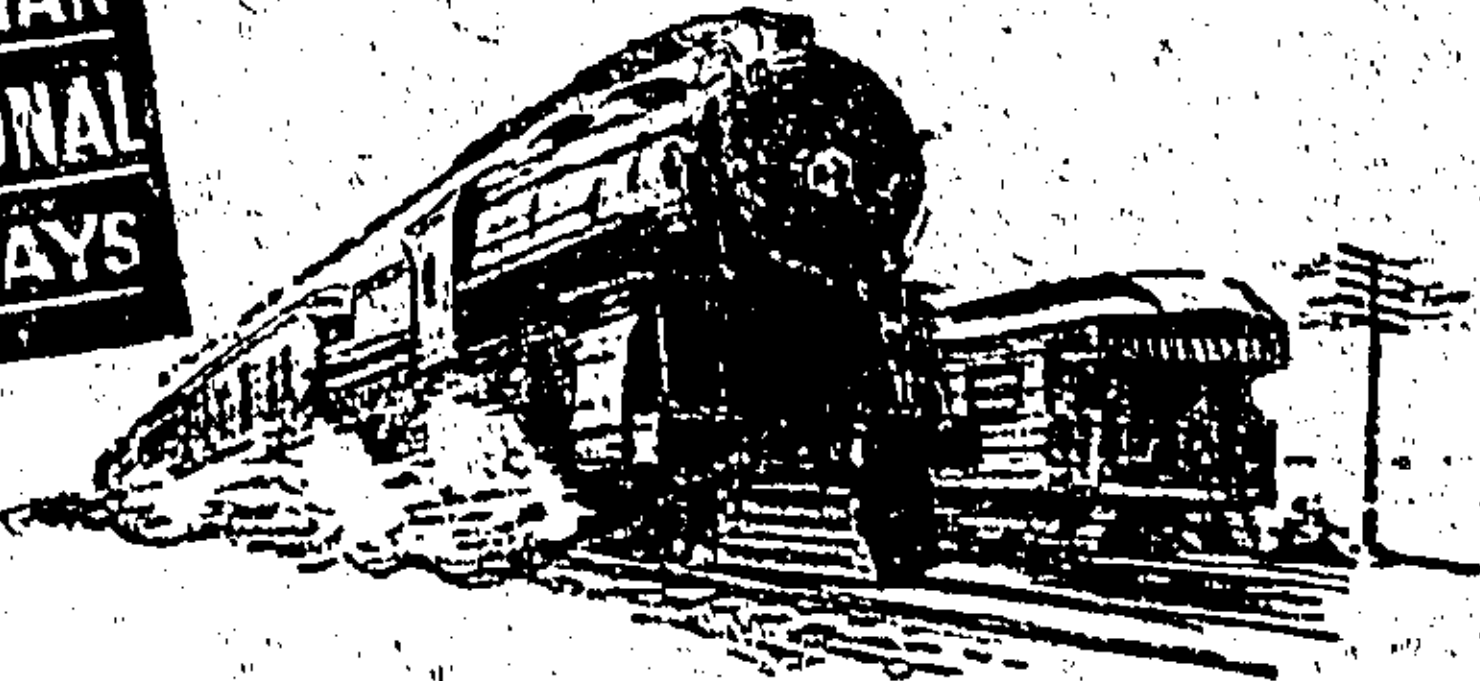
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VISCOUNT CHELMSFORD'S
VIEWS.

Viscount Chelmsford, who was First Lord of the Admiralty in the Labour Government, and Lord Darling were guests of the Navy League at their Nelson Day banquet.

Viscount Chelmsford, in a speech, said that between 1914 and 1918 he had had eight First Lords of the Admiralty, and it was not beyond the bounds of probability that in the course of this year we might have another. (Laughter.) Surely it could not be otherwise than satisfactory that so often in a decade we had these changes in the chief of this great department. (Hear, hear.) In Nelson's time frigates were regarded as the eyes of the nation. Now we were substituting cruisers for frigates, and some months ago the present Government decided to build five more. They were subjected to a good deal of criticism, and were told that they were building not for the needs of the Navy, but in order to relieve unemployment. He would remind them that the Washington pact did not lay down any limitation with regard to cruisers, beyond saying that new ones built were not to be of more than 10,000 tons, or to carry heavier armament than 8-inch guns. It was not true that we had started a race in armaments, but if other nations built cruisers of certain dimensions it followed that we must follow suit. (Cheers.)—because history showed that for inferior cruisers to meet others of larger size meant certain death. As to relieving unemployment, he gave that an emphatic and categorical denial; he had always taken up the position that he had nothing to do with unemployment, but only with the needs of the Navy. (Cheers, and a Voice: "Quite right.") Not only were cruisers the eyes of the fleet, but they had to control the great sea trade routes. The latter was a very difficult question. In the last war one single ship was able on a trade route to hold up all other ships and do irreparable damage. At one moment, with Von Spee's vessels afloat, we had as many as seventy-five cruisers looking for them. The life of a cruiser was calculated by experts to be fifteen years. Many people thought that too big an estimate. (Hear, hear.) During the war we built a great number of cruisers with very small fuel capacity for service in the North Sea, but now we had to look forward to warfare on the ocean very much further away, and required vessels of much greater fuel capacity. We had now 48 cruisers as compared with 15 in April, 1914. By wastage, if no replacements took place, we should not have a cruiser fit to take the sea by 1927. He was confident no Government would take the responsibility of ignoring that very serious state of things. (Cheers.)

SEA SUPERSTITIONS.

[BY R. HARRY O'BRIEN.]

There is no place in the world where superstition is so powerful as on the sea.

Let an absent-minded sailor whistle on board ship and his mates will curse him for bringing on a stiff breeze when it is not wanted.

But for a sailor to whistle when the ship is enveloped in dense fog is permissible, since the occult wind may disperse the very material fog.

In no circumstances, however, is a young steamship-trained helmsman allowed to mount the "weather side of the bridge."

This privilege is reserved for old shellbacks who have been seven times round Cape Horn. But as few seamen can claim such distinction in these days of "iron ships and wooden men" the "leeward" is now universally used.

Parsons are never popular afloat. They are supposed to bring bad luck, and are therefore blamed by the crew for any misfortune that occurs.

Seamen no longer believe that rats leave an ill-fated ship before she sails. But they still regard the arrival of a corpse for shipment as a very bad omen, and I have known them to desert sooner than sail with it.

Strangely enough, the extent of their apprehension of this account varies with the social standing of the deceased, the remains of a celebrity being more unlucky than those of a humble citizen.

So strong was this superstition in bygone days that the packing case containing the casket had to be labelled and stowed as ordinary cargo.

The luck of black cats is proverbial. But what is not so well known is the reason why seamen are so over-indulgent to them. This is to prevent their bringing ill-luck to the ship by running away.

During the war black cats were at a premium. With so much extra tonnage afloat there were not enough to go round. Sometimes a young midshipman would be sent ashore in search of one. And a certain youth, sooner than return empty-handed, dyed the white patches of a black and white "stray" with ink.—Daily Mail.

HEALING BY PRAYER.

Careful spiritual preparation, the Bishop of Chichester said in an address to the Diocesan Council at Brighton, was necessary before Christians could expect healing of the body in answer to prayer.

It was quite impossible to reckon on tangible statistical results of a physical character from a healing mission, and, therefore, patients must be prepared spiritually to be ready to accept disappointment.

At the conclusion of a faith-healing service, at which Mr. J. M. Hickson spoke, in St. Michael's Church, Paddington, a woman who had been blind for many years declared that she could see the porch of the church, and was able to find her way out without assistance.

BEAUTIFUL SINGING.

"NOT THE FAINTEST NOTION"
IN ENGLAND.

Lecturing at King's College, Strand, W.C., last month, Professor E. W. Scripps, Professor of Experimental Phonetics in the University of Vienna, said England was known on the Continent as the "land without music."

It was certainly the land without the ability to sing. He once heard a performance of Verdi's "Aida" by a British company. All the people on the stage shouted and screamed in an effort to drown their neighbours and the orchestra. None of them had the faintest notion of bel canto, the art of beautiful singing. Everyone of them had been badly trained.

Bel canto had been stated by an English vocalist to be a lost art. That was not true. In Vienna, he had heard many singers produce a perfect bel canto. It was also untrue that bel canto was not possible in a large theatre.

Bel canto was the art of producing beautiful tones by perfect breathing, perfect intonation, and perfect enunciation. The essence of perfection lay in bringing about the result without effort. Caruso and Miss Geraldine Farrar, the American singer, could both sing bel canto. Caruso would come off the stage quite unaffected, while his fellow-singers were dripping with perspiration. Miss Farrar tossed off her tones with the lightness of a child blowing soap bubbles.

Vocal schools in England taught pupils to breathe laboriously and to produce tones laboriously. The result, was the work of a labourer which produced shouting, screaming, wobbling, and gargling, but no beautiful singing.

ADDRESS ON BILLS OF LADING.

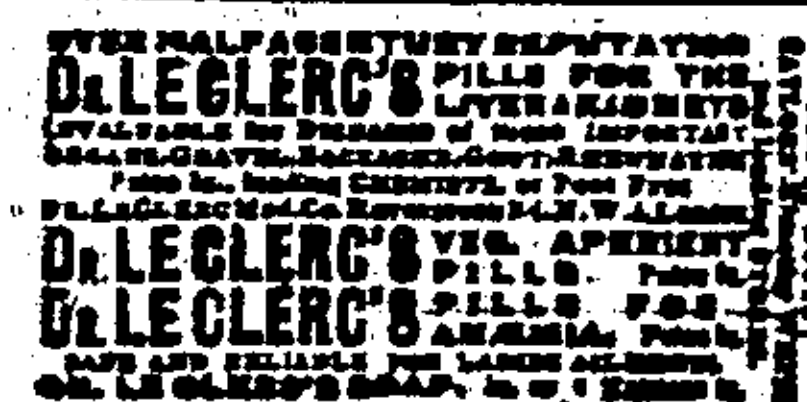
ORIGIN OF CHARTERPARTIES.

An address on bills of lading was delivered at the City of London College on October 16th to members of the grain trade by Mr. J. C. Singer. Sir Ernest Glover was in the chair. After describing in detail the features of bills of lading, Mr. Singer declared that the widely-accepted story that charterparties were first cut in two, one-half being handed to the master and the other to the cargo owner, was a fable. He suggested that the contract was written out twice on a single sheet of paper and that it was then divided into two, signatures appearing on each portion. Each party could then guard against fraud by adopting the simple test of fitting the two portions together to see if they had been one whole and by comparing the signatures. Mr. Singer remarked that the present was a most opportune time for extending the principle of mutual good will and negotiation between shipowners and merchants. He thought that a better augury for the future was wanted than the result of the very delicate negotiations which were conducted between shipowning representatives and merchants' representatives, in connection with the draft International Convention of Bills of Lading that formed the basis of the British Carriage of Goods by Sea Act, 1924.

SAYINGS OF A WEEK.

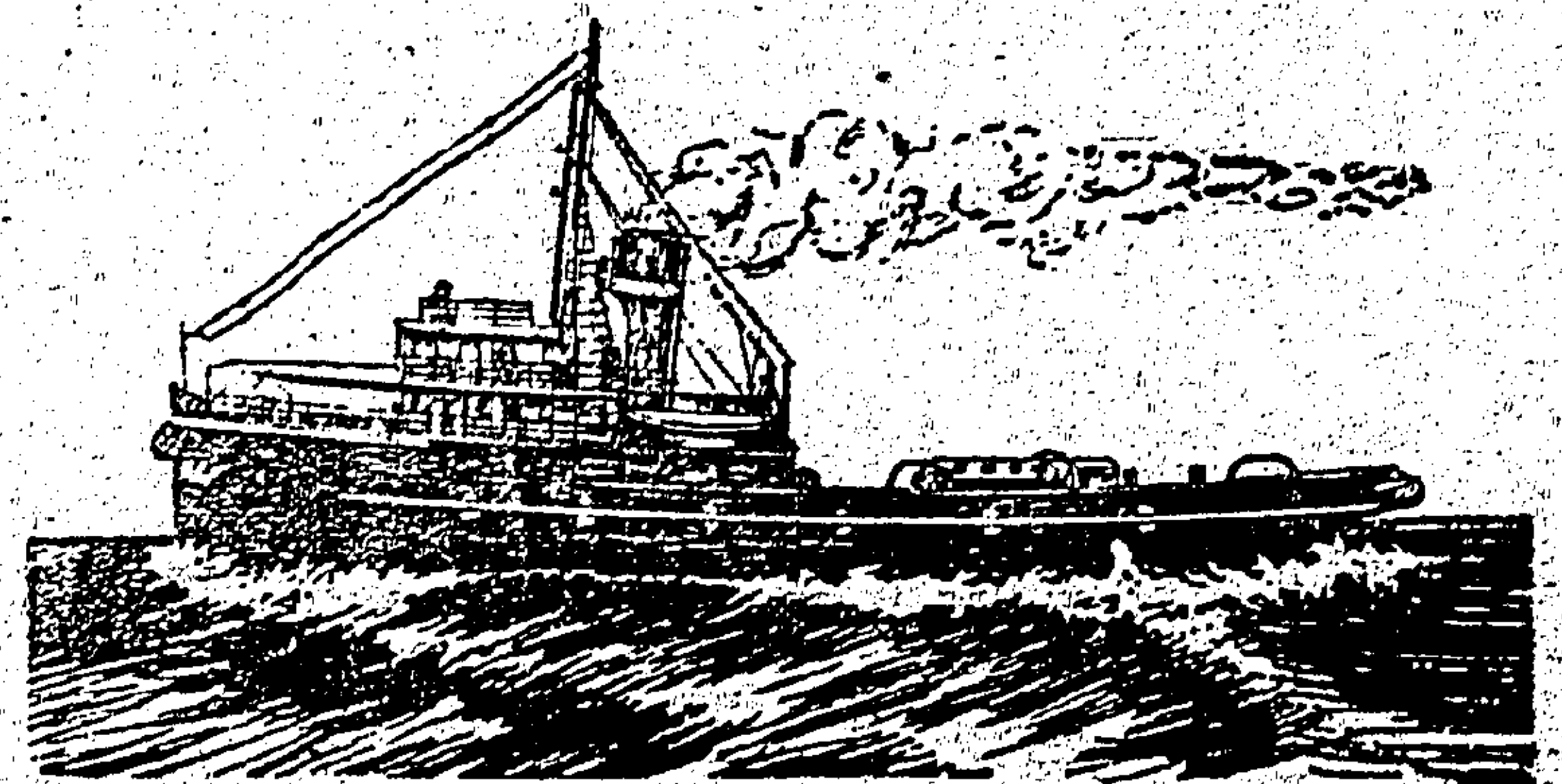
Communism is a product of Tzarism and war brutality.—Mr. Ramsay MacDonald.

The people in Great Britain are probably the kindest and most humane in the world.—Prof. Raymond Turner (Michigan).



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TSINGTAI via SWATOW ...	"WAISHING" ... Wednesday, 3rd Dec. 7 a.m.
SHANGHAI via SWATOW ...	"FOOSHING" ... Friday, 5th Dec. 7 a.m.
MANILA via AMOY ...	"YUENSANG" ... Saturday, 6th Dec. Noon
TRAITS & CALCUTTA ...	"NAMSANG" ... Saturday, 6th Dec. 3 p.m.
SHANGHAI via SWATOW ...	"TUNGSHING" ... Sunday, 7th Dec. 7 a.m.
HAIPHONG via HOIHOW ...	"LEESANG" ... Sunday, 7th Dec. 9 a.m.
BANGKOK via SWATOW ...	"HOPSANG" ... Monday, 8th Dec. 10 a.m.
SANDAKAN ...	"HENSANG" ... Monday, 8th Dec. Noon
ROBE via MOJI ...	"LAISANG" ... Sunday, 14th Dec. 7 a.m.

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"PEMBROKESHIRE" ...	22nd Jan.
Vessel.	Leaves Hongkong.
"GLENAR" ...	3rd Dec.
"GLENBEG" ...	14th Dec.
"GLENARVONSHIRE" ...	7th Jan.
"GLENARA" ...	15th Jan.

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SHIPPING NEWS

ARRIVALS.

November 28th
Carnarvonshire, British str., 9,100 tons, Capt. H. S. Galston, from London Singapore, with a general cargo, lying at Kowloon wharf. J. M. & Co.
Diomed, British str., 6,325 tons, Capt. J. W. Clark, from New York and India, with a general cargo, lying at Hoihow wharf. B. & S.
Hainan, Chinese str., 641 tons, Capt. Wong Kam Yung, from Taiwan, with a general cargo, lying at buoy No. 118. Y. & F.
Heian Maru, Japanese str., 1,793 tons, Capt. Y. Masuda, from Taiwan and Hoihow, with a general cargo, lying at Kowloon Bay. Geo. Grimble & Co.
Songhai, British str., 1,304 tons, Capt. E. Munkwan, from Shanghai and Amoy, with a general cargo, lying at buoy No. 112. B. & S.
November 27th
Aizawa Maru, No. 22, Japanese str., 1,275 tons, Capt. Y. Furukawa, from Kowloon, with a cargo of coal, lying at buoy No. 117. Sanku & Co.
Borneo, British str., 1,290 tons, Capt. J. H. van den Berg, from Haiphong and Hoihow, with a general cargo, lying at buoy No. 117. Shin Tai S.S. Co.
Chipsong, British str., from Canton, lying at buoy No. 112.
Empress of Australia, British str., 12,222 tons, Capt. A. J. Bailey, from Vancouver, with a general cargo, lying at Kowloon wharf. C.E.O.S.
Fook Sang, Chinese str., 1,512 tons, Capt. J. C. Nock, from Saigon and Taiwan, with a general cargo, lying at buoy No. 116. San Fook Hong.
Hainan, Norwegian str., 720 tons, Capt. R. S. Gunderson, from Kowloon, with a general cargo, lying at buoy No. 115. Kowloon & Co.
Indo Maru, Japanese str., 3,000 tons, Capt. J. K. Kashiwa, from Moji, with a general cargo, lying at Kowloon wharf. O.S.K.
Ming Sang, British str., 1,393 tons, Capt. J. C. Nock, from Saigon and Taiwan, with a general cargo, lying at buoy No. 116. San Fook Hong.
Taiwan, Chinese str., from Canton, lying at C.M.S.N. wharf.
Tak Sang, British str., from Canton, lying at buoy No. 116.
Tam Maru, Japanese str., 2,518 tons, Capt. I. Ito, from Moji, with a general cargo, lying at buoy No. 119. M.B.K.
Yokohama, Chilean str., 584 tons, Capt. E. Wadsworth, from Hoihow, with a general cargo, lying at buoy No. 116. Tung Woo S.S. Co.

CLEARANCES.

November 28th
Macassar Maru, for Batavia
Nanchang, for Shanghai
Taming, for Manila
November 27th
Aizawa Maru, No. 22, for Canton
Andes, for Foochow
Carnarvonshire, for Shanghai
Diomed, for Shanghai
Hainan, for Hoihow
Hydangan, for Swatow
Kut Sang, for Singapore
Laishan Maru, for Swatow
Songhai, for Canton
Tak Sang, for Swatow
Taiwan, for Hongkong
Van Chuan, for Swatow
Yachung, for Canton

PASSENGERS.

ARRIVALS.
 Per R.M.S. *Empress of Australia*, on November 27th: Mrs. H. Allan, Mrs. H. Allen, Mr. and Mrs. C. Akerman and two children, Miss N. H. M. Athy, Miss L. E. Bates, Mr. and Mrs. A. Brostedt, Mr. and Mrs. P. Ball, Dr. and Mrs. N. Bradley, Mr. F. C. Berry, Mr. G. C. Beaumont, Major Cissel, Mr. Cundall, Miss M. Connell, Mr. W. M. Curties, Mr. T. C. Cheng, Mr. W. J. Chang, Mr. P. H. Chow, Mr. Y. C. Cheng, Mr. S. W. Choy, Miss N. Cullhand, Mr. J. R. Collins, Mr. S. Dushy, Miss G. Davis, Mr. and Mrs. F. B. Deacons, Mr. J. C. Dura, Dr. M. E. Everham, Miss G. Fothergill, Miss G. G. Gilman, Mr. F. S. Hays, Mr. S. Howard, Mr. B. How, Mr. E. Israel, Sir J. A. Jamieson, Mr. S. Y. Kwan, Mr. C. E. Kohler, Mr. S. E. Liang, Mr. K. S. Liang, Mr. H. and Mrs. Lafford, Mr. A. S. Muckiehan, Mr. S. W. F. F. Morris, Mrs. E. M. D. Maddick, Mr. E. P. Oliver, Mr. and Mrs. F. O'Hara, Mr. L. C. Pan, Mrs. E. Potter, Mrs. H. K. Fell, Mr. and Mrs. R. H. Parnell, Mr. R. Riggs, Major and Mrs. A. M. Rotherham and son, Mr. E. N. Reid, Miss M. N. Riley, Mr. and Mrs. C. H. S. Smith, Miss Smith, Mr. G. Schneider, Mr. and Mrs. H. Spencer, Mr. and Mrs. C. T. Sutton and son, Mr. H. E. Stevens, Major G. de H. Smith, Mrs. W. J. Terry, Mr. and Mrs. H. Tibbey, Mrs. C. Tong, Miss Y. L. Tong, Mr. K. C. Wong, Mrs. A. De Wiese, Mr. J. Mabel, Mrs. M. Monks, Mr. J. McMahon, Mr. and Mrs. J. Nesbit, Mr. I. Pappa, Mr. J. Storer, Mr. and Mrs. S. E. Tom, Mr. H. J. M. Vander Weerd.

SHIPPING MOVEMENTS.

The s.s. *Demodocus* (Blue Funnel Line), for Marseilles, Havre, Liverpool and Glasgow, left Shanghai on the 27th inst. for this port, and is due here on the morning of the 30th. She will be despatched at 4 p.m. on December 1st.
 The s.s. *Patroclus* (Blue Funnel Line), arrived at London on the 27th inst.
 The s.s. *Narpedon* (Blue Funnel Line), left Liverpool on the 22nd inst. for Hongkong, Shanghai, Tsingtau and Dairen, and is due here on or about December 22nd.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
HONGKONG, SHANGHAI, SINGAPORE, &c.	Kawachi Maru	Jap.	Nippon Yusen Kaisha	On 30th Dec.
New York & Boston	Celtic Prince	Brit.	Princo Line	On 3rd Dec.
Boston, New York & Baltimore via Suez	Kathlamet	Brit.	The Bank Line, Limited	On 29th inst.
SAN FRANCISCO via S'hai & Jap. ports & H'lu.	President Cleveland	Am.	Pacific Mail S.S. Co.	On 6th Dec. 11 a.m.
SAN FRANCISCO, &c.	West Cajoot	Am.	Canadian Pacific O.S. Ltd.	On 3rd Dec.
VICTORIA, SEATTLE & VANCOUVER	Empress Australia	Brit.	Empress Australia	On 8th Dec.
VICTORIA, SEATTLE & VANCOUVER	Kaga Maru	Jap.	Nippon Yusen Kaisha	On 17th Dec. 11 a.m.
SEATTLE, VICTORIA, via S'hai, Kobe & Yokohama	Proteus	Brit.	Butterfield & Swire	On 29th inst.
MARSEILLES, LONDON & ANTWERP	President Jackson	Am.	Admiral Oriental Line	On 5th Dec.
MARSEILLES, &c.	Karmala	Brit.	F. & O. B. I. & A. L.	On 4th Dec.
MARSEILLES, &c.	Paul Lecat	Brit.	Messageries Maritimes	On 7th Dec.
MARSEILLES, &c.	Augier	Brit.	Messageries Maritimes	On 21st Dec.
MARSEILLES, &c.	Augier	Brit.	Nippon Yusen Kaisha	On 3rd Dec. 11 a.m.
MARSEILLES, LONDON, ANTWERP via SINGAPORE, &c.	City of Lahore	Brit.	The Bank Line, Ltd.	On 4th Dec.
MARSEILLES, HAVRE, LIVERPOOL & GLASGOW	Demodocus	Brit.	Butterfield & Swire	On 1st Dec.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Coblenz	Ger.	Melchers & Co.	On 8th Dec.
AMSTERDAM, LONDON & HAMBURG	Phenias	Brit.	Butterfield & Swire	On 3rd Dec.
LONDON, ROTTERDAM & HAMBURG	Glenapp	Brit.	Jardine Matheson & Co., Ltd.	On 4th Dec.
AMSTERDAM, ROTTERDAM, HAMBURG & BREMEN	Ouderkerk	Jap.	Nippon Yusen Kaisha	On 29th inst.
BOMBAY via SINGAPORE & COLOMBO	Toba Maru	Jap.	Jardine Matheson & Co., Ltd.	On 27th inst. 3 p.m.
STRAITS & CALCUTTA	Tilawa	Brit.	F. & O. B. I. & A. L.	On 7th Dec.
SINGAPORE, PENANG & CALCUTTA	Soulan	Brit.	F. & O. B. I. & A. L.	On 24th Dec.
SINGAPORE, PENANG, COLOMBO, BOMBAY, &c.	Soudan	Brit.	F. & O. B. I. & A. L.	On 24th Dec.
SINGAPORE, PENANG, COLOMBO, BOMBAY, &c.	Van Cloon	Brit.	Java-China-Japan Line	On 4th Dec.
SINGAPORE & BELAWAN-DILI	Duchessa D'Aosta	Ital.	DeWitt & Co., Ltd.	On 8th Dec. 4 p.m.
BALIN, VENICE & TRIESTE	Huichow	Brit.	Butterfield & Swire	About
WEIHAIWEI, CHEFOO & TIENTSIN	Taiwa Maru	Jap.	Yamashita Kisen Kaisha	About
H. PHONG via SINGAPORE & PANAMA	Chukwa Maru	Jap.	Jardine Matheson & Co., Ltd.	On 8th Dec. Noon.
Kobe via SINGAPORE & AMOY	Hinsang	Jap.	Nippon Yusen Kaisha	On 17th Dec. 11 a.m.
AMSTERDAM, LONDON & HAMBURG	Arifura	Brit.	F. & O. B. I. & A. L.	On 31st Dec.
AMSTERDAM, LONDON & HAMBURG	Taiyuan	Brit.	Butterfield & Swire	On 20th Dec.
SHANGHAI, Kobe & YOKOHAMA	Kakusan Maru	Jap.	Nippon Yusen Kaisha	On 30th inst. Noon.
1818 via SINGAPORE & SHANGHAI	Waishang	Jap.	Jardine Matheson & Co., Ltd.	On 8th Dec.
MOI & KOBE	Arifura	Brit.	F. & O. B. I. & A. L.	On 30th inst.
SHANGHAI, MOI & KOBE	Khiwa	Brit.	F. & O. B. I. & A. L.	On 27th inst.
YOKOHAMA, Kobe & MOI	Kalyan	Brit.	F. & O. B. I. & A. L.	About 2nd Dec.
AMOI, SHANGHAI	Roadra	Brit.	Dowdell & Co., Ltd.	About 4th Dec.
AMOI, YOKOHAMA, Kobe & MOI	Taiwa	Brit.	P. & O. B. I. & A. L.	On 23rd inst.
YOKOHAMA, MOI & KOBE	Macdonia	Brit.	P. & O. B. I. & A. L.	On 13th Dec.
YOKOHAMA, Kobe, MOI & SHANGHAI	Isla de Panay	Span.	Botelho Bros.	On 15th Jan.
TIENTSIN	Chipsong	Brit.	Jardine Matheson & Co., Ltd.	On 28th inst. Noon.
BATavia	Tilwa	Brit.	Jardine Matheson & Co., Ltd.	About 8th Dec.
HAIPHONG via Hoihow	Mingsang	Brit.	Jardine Matheson & Co., Ltd.	On 30th inst. 9 a.m.
AMOI, SWATOW & SINGAPORE	Kingyan	Brit.	Butterfield & Swire	On 3rd Dec. 11 a.m.
SWATOW & SINGAPORE	Kwangchow	Brit.	Butterfield & Swire	On 2nd Dec. 11 a.m.
HAI-NING	Hai-Ning	Brit.	Douglas Laprak & Co.	On 2nd Dec. 2 p.m.
SWATOW, AMOI & FOOCHOW	Haiching	Brit.	Douglas Laprak & Co.	On 23rd inst. 1 p.m.
SWATOW, AMOI & FOOCHOW	President Pierce	Am.	Pacific Mail S.S. Co.	On 10th Dec. 2 p.m.
MANILA	Empress Asia	Brit.	Canadian Pacific O.S. Ltd.	On 11th Dec.
MANILA via AMOI	Yuen-sang	Brit.	Jardine Matheson & Co., Ltd.	On 6th Dec. Noon.
MANILA	President Jefferson	Am.	Admiral Oriental Line	On 15th Dec.
MANILA, SINGAPORE, COLOMBO, &c.	Isla de Panay	Span.	Botelho Bros.	On 27th inst.
MANILA, LILLO, SAIGON & SINGAPORE	West Jester	Brit.	Strath & Barry	On 27th inst.

VESSELS EXPECTED.

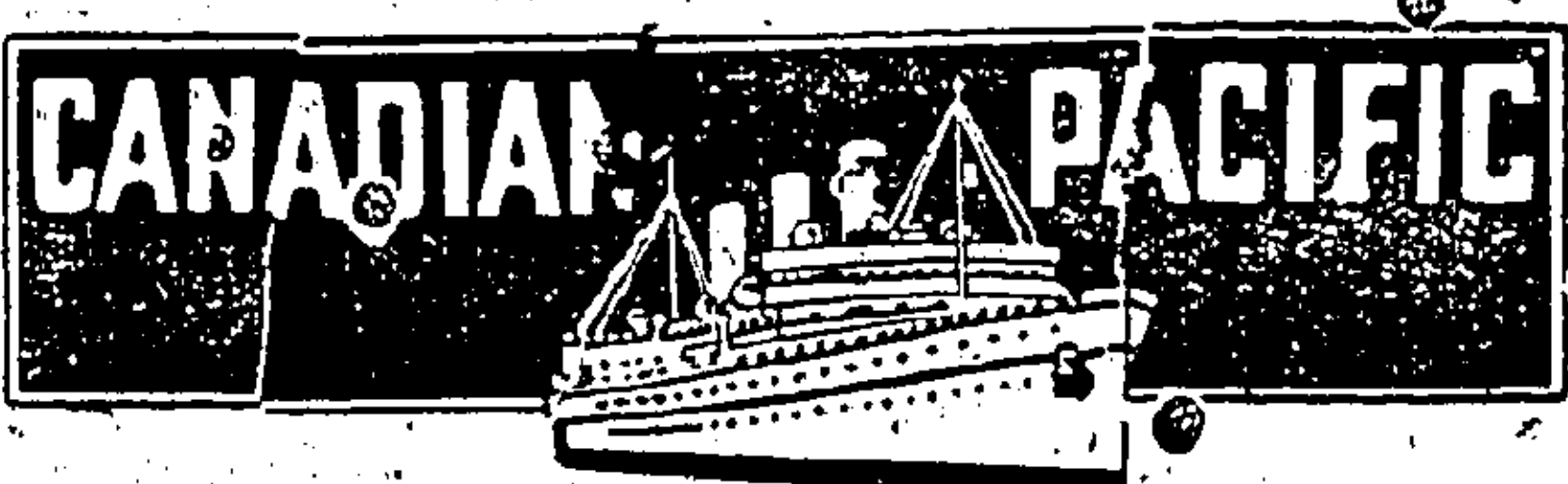
Akita Maru (N.Y.K.), due November 30th.
Elmore (Blue Funnel), due December 10th.
Empress of Asia, due December 9th.
Hokkaido Maru (N.Y.K.), due November 29th.
Hurao Maru (N.Y.K.), due December 20th.
Izumi (Blue Funnel), due December 12th.
Karamba (P. & O.), due Nov. 29th. 7 a.m.
Kikyo Maru (N.Y.K.), due December 12th.
Orika Maru (N.Y.K.), due December 8th.
President Harrison (Dollar), due Jan. 2nd.
President Jefferson (Admiral Oriental), due December 7th.
President Monroe (Dollar line), due December 22nd.
Soudan (P. & O.), due November 29th.
Taiwan (Blue Funnel), due November 28th.
Traha (Blue Funnel), due December 27th.
Tsushima Maru (N.Y.K.), due December 13th.

CINEMA NOTES.

THE WORLD THEATRE.
 "The Martyr Queen" has proved a great attraction at the World Theatre during the last three days. It is a wonderful picture in which the role of the ill-fated Marie Antoinette is played by the incomparable Diana Keresene. It is a picture well worth seeing, but to-day is the last opportunity.

QUEEN'S THEATRE.
 Another triumph of the silent drama is David Hartford's production of "The Golden Snare," which opened an engagement at the Queen's Theatre last night. Adapted from James Oliver Curwood's fascinating story of the same name, this remarkable photodrama, with a compelling, vital, throbbing plot, fairly smacks of the charm and mystery and primitiveness of the Far North country amid which the scenes are laid. A beautiful romance is interwoven in this thrilling tale of the snow country. The photography is remarkable. Night in the Arctic, a raging blizzard, Bram Johnson driving his pack of savage wolf-dogs, these are a few of the striking scenes which will linger long in the memory. "The Golden Snare," released by Associated First National, is an extraordinary and splendid picture.

THE CORONET THEATRE.
 The name of Douglas Fairbanks has been sufficient to arouse interest in the Coronet Theatre's latest picture which commences to-morrow. Apart from that there has been additional interest in the picture which has excited the ever restless Doug. to such a magnificent production. All the pantomimes of the world seem to have contributed to this particular picture. It is the Arabian Nights story of the three rivals for the hand of the Princess who were sent to search for a wonderful treasure, and it is every child's dream of the Arabian Nights made real. The film is a riot of miracles. There is the Flying Horse, the Invisible Clock, the Crystal which reveals everything, a flight of a thousand steps leading to the moon, the Valley of Monsters and the World of the Midnight Sea. And when finally the hero, with the princess, steps on to his Magic Carpet, sails up a staircase, through a window, across the bazaar and over the pinnacles and towers of Baghdad to the land of Happiness, it must be a very hardened cynic indeed who can forbear to cheer.



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"COBLENZ" ...	8th November	16th December
"PALAU" ...	11th December	17th January, 1925
"LUDWIGSHAFEN" ...	3rd January, 1925	4th February
"FULD" ...	2nd February	8th March
"TRIER" ...	1st March	5th April
"SAARBRUECKEN" ...	29th March	2nd May
"COBLENZ" ...	26th April	1st June

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KAGA MARU ... Wednesday, 17th Dec., at 11 a.m.
IYO MARU ... Thursday, 15th Jan., at 11 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore Ports.
SUWA MARU (Calls Rotterdam) ... Wednesday, 3rd Dec., at 11 a.m.
PUSIMI MARU ... Wednesday, 17th Dec., at 11 a.m.
HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via ADEN & MARSEILLES.

SYDNEY & MELBOURNE via Manila Ports.

TANGO MARU ... Wednesday, 17th Dec., at 11 a.m.
AKI MARU ... Wednesday, 14th Jan., at 11 a.m.

NEW YORK & BOSTON via PANAMA.

TAKAOKA MARU ... Thursday, 4th Dec.
BUENOS AIRES via Singapore, Durban & Cape Town.
KAWACHI MARU ... Saturday, 20th Dec.

BOMBAY via Singapore, Penang & Colombo.

TOBA MARU ... Saturday, 29th Nov.
FUKUKI MARU ... Wednesday, 10th Dec.

CALOUTTA via Singapore, Penang & Rangoon.

AKITA MARU ... Monday, 1st Dec.
NAGANO MARU ... Tuesday, 9th Dec.

NAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU ... Thursday, 11th Dec.

SHANGHAI, KOBE & YOKOHAMA.

HAKUSAN MARU ... Sunday, 20th Nov., at Noon.
TAMBA MARU (Kobe Direct) ... Tuesday, 2nd Dec.
KITANO MARU ... Wednesday, 17th Dec.
HARUNA MARU ... Tuesday, 30th Dec.

For further information, apply to—
 Telephone: Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

SHIPBUILDERS,
 SHIP REPAIRERS,
 BOILER MAKERS,
 FORGE MASTERS,
 OXY-ACETYLENE AND
 ELECTRIC WELDERS,
 MECHANICAL AND
 ELECTRICAL
 ENGINEERS.

— DRY DOCKS. —

Length 787 Feet.

Length on Blocks 750 Feet

Dept. on Centre of

SH (H.W.O.S.T.) 34 ft. 6 ins

— THREE SLIPWAYS. —

Capable of Handling Ships Up

to 3,000 Tons Displacement.

Electric Crane at Sea Wall, Capable of

Lifting 100 Tons at 70 Feet Radius.

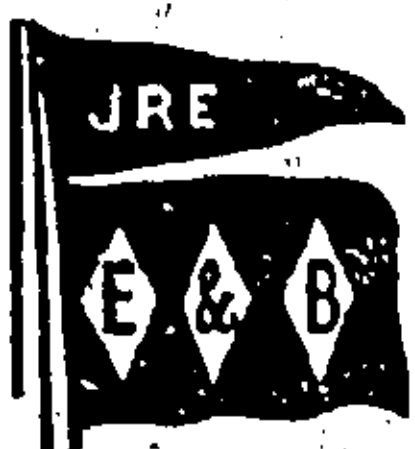
BUTTERFIELD & SWIRE, AGENTS

HONGKONG, CHINA & JAPAN.

TEL. ADDRESS: "TAKWOODOCK, HONGKONG."

TELEPHONE No. 212.

CALL FLAG: "O" OVER "ANG, PENYANG."

ELLERMAN &
BUCKNALLSTEAMSHIP
COMPANY, LTD.

PROTECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

* "CITY OF LAHORE" ... 4th Dec. ... Marseilles, London, B'ham, Hamburg

PASSENGER SERVICE.

* "CITY OF LAHORE" ... 4th Dec. ... Marseilles, London, etc.
 * "CITY OF KARACHI" ... 4th Dec. ... Do.
 * "CITY OF BARODA" ... 4th Dec. ... Do.
 * "TRAFFORD HALL" ... 11th April ... Do.

* "A" Class. * "B" Class.

FARES TO LONDON.

Single 1st Class "A" ... 284. ... 2nd Class "A" ... 251. "B" ... 254.
 Cargo Steamers. Saloon Passage—£82.

For further particulars, apply to—

THE BANK LINE, LTD.
(Tel. Central 799).

HOLYOAK, MASSEY & Co., Ltd., CANTON

BOSTON, NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong.

* "KATHLAMBA" ... via Suez Canal ... 29th Nov.
 * "OANFA" ... via Suez Canal ... 7th Dec.
 * "CITY OF SHANGHAI" ... via Suez Canal ... 19th Dec.
 * "HYSON" ... via Suez Canal ... 29th Dec.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.
 HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

M.

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailings for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
ANGKOR	—	—	7th Dec.
ANGERS	—	—	21st Dec.
PAUL LECAT	6th Nov.	8th Dec.	4th Jan. 1925
ANDRE LEBON	20th Nov.	22nd Dec.	18th Jan.
AMBOISE	4th Dec.	5th Jan. 1925	1st Feb.
CHANTILLY	18th Dec.	19th Jan.	15th Feb.

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
 A CLASS (1st Class) ... 25.00. 01. B CLASS (1st Class) ... 23.00. 01.
 STEAMERS 12nd ... 28.00. 01. STEAMERS 12nd ... 26.00. 01.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Train at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

* "SI-KIANG" ... loading for HAVRE, ANTWERP

* "SI-KIANG" ... from DUNKIRK, LONDON & HAVRE is due

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

3, QUEEN'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAICHING ... Capt. A. H. Stewart ... Friday, 28th Nov. at 1 p.m.
 SALING ... Capt. W. C. Passmore ... Tuesday, 2nd Dec. at 2 p.m.
 HAICHING ... Capt. Ellis Walker ... Friday, 5th Jan. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
 Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return by the same Steamer by the "HAICHING," "SALING" and "HAICHING" at the Reduced Rate of \$80.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Managers

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "CELTIC PRINCE" ... 3rd December.
 S.S. "SLAVIC PRINCE" ... 1st Jan. 1925.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone Central 3165.

Telegrams Furness.

(Incorporated in Great Britain)

King's Building.

P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES INCORPORATED IN ENGLAND).
 MAIL AND PASSENGER SERVICES
 STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 [NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
 DIRECT ROYAL MAIL STEAMERS.
 (Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KARMALA"	9,098	29th Nov. Noon	Mars. London & Antwerp
"MANTUA"	10,904	13th Dec.	Marseilles & London
"SOUDAN"	6,896	24th Jan.	S'pore, Penang, Colombo & B'ham.
"RBIYA"	8,135	27th Dec.	Marseilles, London & Antwerp
1925			
"MACEDONIA"	11,089	10th Jan.	Marseilles & London
"SICILIA"	6,813	21st Jan.	S'pore, Penang, Colombo & B'ham.
"KALYAN"	9,118	24th Jan.	Marseilles & London
"MOREA"	10,911	7th Feb.	Marseilles & London
"SARDINIA"	6,884	18th Feb.	S'pore, Penang, Colombo & B'ham.
"KASHMIR"	8,993	21st Feb.	Marseilles, London & Antwerp
"MALWA"	10,941	7th Mar.	Marseilles & London
"SOUDAN"	6,896	18th Mar.	S'pore, Penang, Colombo & B'ham.
"KASHMIR"	8,993	21st Mar.	Marseilles, London & Antwerp
"SICILIA"	6,813	31st Mar.	S'pore, Penang, Colombo & B'ham.
"MANTUA"	10,904	14th Apr.	Marseilles & London
"KARMALA"	9,098	18th Apr.	Marseilles & London
"MACEDONIA"	11,089	2nd May	S'pore, Penang, Colombo & B'ham.
"SARDINIA"	6,884	16th May	S'pore, Penang, Colombo & B'ham.

BRITISH INDIA-APCAR SAILINGS

S.S.	Tons	From Hongkong (about)	Destination
"TILAWA"	10,000	6th Dec.	Singapore, Penang & Calcutta
"TAKIWA"	8,500	18th Dec.	do.
"TAIREA"	8,500	26th Dec.	do.
"TAKADA"	8,549	9th Jan. 1925	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"ARAFURA"	6,000	31st Dec.	Manila, Sandakan, Thursday
"ST. ALBANS"	4,500	4th Jan. 1925	Island, Townsville, Brisbane, Sydney & Melbourne.
"TANDA"	6,958	4th Mar.	do.

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
 The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"TAKIWA"	8,500	24th Nov.	Amoy, Yokohama, Kobe & Moji
"SOUDAN"	6,896	29th Nov. D.L.	Moji & Kobe
"KHIWA"	9,135	30th Nov. D.L.	Shanghai, Moji & Kobe
"ARAFURA"	6,000	6th Dec.	Moji & Kobe
"TAIREA"	8,500	12th Dec.	Kobe only
"MACEDONIA"	11,089	12th Dec.	Shanghai, Moji & Kobe
"TAKADA"	8,549	22nd Dec.	Moji & Kobe
"KALYAN"	9,118	27th Dec.	Shanghai, Moji & Kobe
"SICILIA"	6,813	27th Dec.	do.
1925			
"ST. ALBANS"	4,500	3rd Jan.	Moji & Kobe
"TALMA"	10,000	5th Jan.	do.
"MOREA"	10,911	10th Jan.	Shanghai, Moji & Kobe
"KASHMIR"	8,993	24th Jan.	do.
"SARDINIA"	6,884	24th Jan.	do.
"EASTERN"	4,000	31st Jan.	Moji & Kobe
"MALWA"	10,941	7th Feb.	Shanghai, Moji & Kobe
"TAKIWA"	8,500	7th Feb.	Moji & Kobe
"KASHMIR"	8,993	21st Feb.	Shanghai, Moji & Kobe
"SOUDAN"	6,896	21st Feb.	do.
"SICILIA"	6,813	7th Mar.	do.
"ARAFURA"	6,000	7th Mar.	Moji & Kobe
"MANTUA"	10,904	7th Mar.	Shanghai, Moji & Kobe
"KARMALA"	9,098	21st Mar.	do.
"MACEDONIA"	11,089	3rd Apr.	do.
"SARDINIA"	6,884	17th Apr.	do.
"NAOYA"	8,554	22nd Apr.	do.
"MOREA"	10,911	1st May	do.
"KALYAN"	9,118	15th May	do.
"MALWA"	10,941	29th May	do.

All dates are approximate and subject to alteration without notice.
 WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
 * Passengers for Rangoon must carry their own local expenses at Singapore while waiting the on carrying steamer.
 All cabins are fitted with Electric Fans free of charge.
 Parcels Measuring not more than 24 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
 For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
 22, Des Voeux Road Central, HONGKONG. Agents.

Y. K. K.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
 Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG, CANTON & HAIPHONG.

SAILINGS FROM HONGKONG

For CANTON

For HAIPHONG via Hoihow & Pakhoi

For KEELUNG via Swatow & mo

For further particulars, please apply to—
 Branch Office: No. 37, Des Voeux Road West
 Tel. Central No. 155.
 K. MITARAI, AGENT.
 Top Floor King's Building
 Tel. Central No. 140 & 4457

CHINA NAVIGATION CO., LIMITED.

Ports	Steamers	Date of Departure
HONGKONG	"TAIKOOYAN"	On 29th Nov., 10 a.m.
SHANGHAI & TSINGTAO	"LIANGCHOW"	On 29th Nov., Noon
HOIHOW & SINGAPORE	"CHINEHUA"	On 30th Nov., 10 a.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 30th Nov., 11 a.m.
AMOY & SHANGHAI	"SUIYANG"	On 2nd Dec., D.L.
SWATOW & BANGKOK	"KWANGCHOW"	On 2nd Dec., 11 a.m.
SWATOW & SINGAPORE	"KINGYUAN"	On 3rd Dec., 11 a.m.
SHANGHAI & TSINGTAO	"YINGCHOW"	On 3rd Dec., Noon
WEIHAIWEI, CHEFOO & TIENTSIN	"SUICHOW"	On 3rd Dec., 4 p.m.
SWATOW & SHANGHAI	"SINGANG"	On 4th Dec., 11 a.m.
SHANGHAI & TSINGTAO	"LUOHOW"	On 8th Dec., Noon
AMOY, SWATOW & SINGAPORE	"KWEIYANG"	On 7th Dec., D.L.
SWATOW & SHANGHAI	"SHANTUNG"	On 7th Dec., 11 a.m.
SWATOW & BANGKOK	"KALGAN"	On 9th Dec., 11 a.m.

SHANGHAI LINE.—Excellent Saloon accommodation amidst ships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pukow), Tuesdays (via Amoy, Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.

Telephone Central 33. CARGO AND PASSAGE CAN BE INQUIRED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Due to arrive at Hongkong about	Due to sail for Manila, Port Bago, Thursday Is., Rabeul & Aus. Ports about
"TAIYUAN"	15th December	20th December

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to— BUTTERFIELD & SWIRE, Agents.

Telephone No. Central 35.

DODWELL & CO., LTD.

NEW YORK BERTH

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "EGREMONT CASTLE" ... Sails 9th December.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (RUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA, AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

\$66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "ROSANDRA" ... Sails about 2nd December.
 S.S. "NUMIDIA" ... Sails about 22nd December.
 S.S. "VENEZIA" ... Sails about 1st Jan. 1925.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE

S.S. "DUCHESSA D'AOSTA" ... Sails about 6th December.
 S.S. "KIPPON" ... Sails about 2nd Jan. 1925.
 S.S. "ROSANDRA" ... Sails about 7th Jan.
 S.S. "NUMIDIA" ... Sails about 2nd Feb.
 S.S. "VENEZIA" ... Sails about 7th Feb.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... Sails about 1st December.
 S.S. "UMTALI" ... Sails about 31st December.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED

Telephone Central 1039.

Agents.

AMERICAN FAR EAST LINE

OPERATED FOR UNITED STATES SHIPPING BOARD

STRUTHERS & BARRY, MANAGING AGENTS.

REGULAR FAST FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES

FROM HONGKONG BY DIRECT ROUTE.

(22 days to San Francisco. 28 days to Los Angeles).

"WEST CAJOOT" ... Due Hongkong 1st Dec.
 Leave Hongkong 2nd Dec.
 "WEST FARALON" ... Due Hongkong 12th Dec.
 Leave Hongkong 14th Dec.
 Cargo accepted for Transshipment at San Francisco to Weekly Sailings for Atlantic Seaboard Ports. Through Bills of Lading issued to U.S. and Canadian Overland Points.

TO MANILA, CEBU AND ZAMBOANGA.

"WEST SEQUANA" ... Due Hongkong 14th Dec.
 Leave Hongkong 16th Dec.
 TO MANILA, ILOILO, SAIGON AND SINGAPORE.

"WEST JESTER" ... Due Hongkong 26th Nov.
 Leave Hongkong 28th Nov.

Through Bills of Lading issued to all Ports not served.

For Full Information, Apply to—

STRUTHERS AND BARRY,

1st Floor, Queen's Building.

G. F. BRADFORD, Res. Agent.

Phone Central 8008.

COMMERCIAL.

OPENING QUOTATIONS.

November 27th, 1924

ON LONDON.—	
Telegraphic Transfer ...	3/4
Bank Bills, on demand ...	3/4 7/16
Bank Bills, at 30 days' sight ...	—
Bank Bills, at 6 months' sight ...	3/4
Credits, at 4 months' sight ...	3/8
Documentary Bills, 4 months' sight ...	3/8
ON PARIS.—	
Bank Bills, on demand ...	1.040
Credits, 4 months' sight ...	1.140
ON NEW YORK.—	
Bank Bills, on demand ...	54 1/2
Credits, at 30 days' sight ...	55 1/2
ON BOMBAY.—	
Telegraphic Transfer ...	—
Bank Bills, on demand ...	157
ON CALCUTTA.—	
Telegraphic Transfer ...	—
Bank Bills, on demand ...	157
ON SEASONAL.—	
Bank Bills, at sight ...	nom.
Private, 30 days' sight ...	—
ON YOKOHAMA.—On demand ...	142
ON MANILA.—On demand ...	108 1/2
ON SHANGHAI.—On demand ...	101 1/2
ON HANKOW.—On demand ...	153
ON HAIPEIGH.—On demand ...	nom.
ON SINGAPORE.—On demand ...	nom.
ON BANGKOK.—On demand ...	76 1/2
SOVEREIGN, Bank's Buying rate ...	\$ 8 3/4
GOLD LEAF, 100 fine, per tael ...	46.50
HAR SILVER, per oz. ...	38 3/16

**HONGKONG AND SHANGHAI
BANKING CORPORATION**

Head Office: Hongkong.

Authorised Capital	...	...	\$50,000,000
Issued and Fully Paid-up	...	...	\$30,000,000
Reserve Funds	...	...	...
Sinking	...	...	\$4,500,000
Silver	...	...	\$25,500,000
Reserve Liability of Proprietors	...	...	\$30,000,000

Court of Directors:

W. L. PATTERSON, Esq., Chairman	A. O. LANG, Esq.
H. P. WHITE, Esq., Deputy Chairman	J. A. FLUMMER, Esq.
R. D. F. BEITH, Esq.	G. F. WEALE, Esq.
W. H. BALL, Esq.	T. M. YOUNG, Esq.
H. M. COMPTON, Esq.	
Hon. Mr. P. H. HOLYOAK	

Chief Manager

LONDON BANKERS:
WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be noted on application.

Hongkong, 26th November, 1924. [37]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
Interest on Deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent per annum.
For the HONGKONG & SHANGHAI BANKING CORPORATION
A. H. BARLOW,
Chief Manager.
Hongkong, 12nd September, 1924. [38]

CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED **ROYAL CHARTER, 1853,**

HEAD OFFICE—LONDON.

Paid-up Capital	£2,000,000
Reserve Fund	£2,500,000
Reserve Liability of Proprietor	£2,000,000

**FOREIGN EXCHANGE and General Banking,
Business transacted.**

CURRENT ACCOUNTS opened and **FIXED**
Deposits received for one year or shorter
periods at rates which will be quoted on
application.

A. F. FERGUSON,
Manager.

Hongkong, April 8th, 1924. [31]

THE BANK OF TAIWAN

LIMITED.

(TAIWAN GINKE.)

Incorporated by Special Imperial
Charter, 1894.

Capital Subscribed Yen 60,000,000
Capital (Paid-up) Yen 52,500,000
Reserve Fund Yen 12,880,000

—

HEAD OFFICE:—TAIWAN FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka,
Moji.

CHINA—Ginan, Kiao, Kankun, Keelung,
Makung, Nanto, Pusan, Shichosen,
Taluoh, Tainan, Takow, Tamu,
Tobien, Aio.

CHINA—Shanghai, Hankow, Kinkiang,
Amoy, Foochow, Swatow, Canton.

OTHERS—Hongkong, Bangkok, Singapore,
Sourabaya, Samarang, Batavia,
Bombay, London, New York.

LONDON BANKERS:

FABE'S BANK

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtau, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at Rates which will be quoted in application.

YAMAMOTO,
Manager.

HONGKONG BRANCH,
4, Des Voeux Road,
Hongkong, 29th June, 1928

THE MERCANTILE BANK OF INDIA,
LIMITED.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,060,000
Reserve Fund	£1,150,000

BANKERS:
THE BANK OF ENGLAND
and
MIDLAND BANK, LTD.

BRANCHES:

Bangkok	Galle	Kuala Lumpur	Rangoon
Batavia	Hongkong	Madras	Shanghai
Bombay	Borneo	Peking	Singapore
Calcutta	Kandy	Penang	Singapore
Colombo	Karachi	Port Louis	Sourabaya
Delhi	Kota Bharu	(Mauritius)	

HONGKONG BRANCH:
Every description of Banking and
Exchange Business transacted.

INTEREST allowed on Current Accounts
at 3 per cent. a annum on Daily Balance
and on Fixed Deposits at Rates that may
be ascertained on application.

N. C. WILSON,
Manager.

7, Queen's Road Central,
Hongkong, February 11th, 1934. [30]

BANQUE DE L'INDO-CHINE.
PARIS.

Head Office: 98 Boulevard Haussmann, P. a.

Subscribed Capital Frs. 72,000,000.00
Paid-up Capital Frs. 68,400,000.00
Reserve Fund Frs. 68,667,281.54

BANKS:

Hankow	Hankow	Saigon
Beikwanhang	Manchu	Shanghai
Canton	Nomine	Shanghai
Djibouti	Papete	Tientsin
Haitiphong	Peking	Tourane
Hankow	Phnom Penh	Yunnanfu
Hanoi	Pondicherry	

BANKERS:

IN FRANCE: Comptoir National d'Escompte, de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.

IN LONDON: Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

IN NEW YORK: J. P. Morgan and Co. French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and
Fixed Deposits according to arrangement.
Every description of Banking and Exchange

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—
No. 10, Des Voeux Road Central, HONGKONG.

Established 1919.

Authorized Capital	\$10,000,000.00
Paid-up Capital	5,000,000.00
Reserve Fund	750,000.00

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For 6 " " " " " "	4 " "
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KAN TONG PO,
Chief Manager.

Hongkong, 1 March 15th, 1924. [84]

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Hankow	Peking	Tientsin
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C. ARIMA, Manager.
Hongkong, 27th October, 1924. [32]

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TSUYEE FEL
Manager.

Hongkong, September 8th, 1921. [35]

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